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SATURDAY, JULY 2, 1927.

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EPIC JOURNEY.

S. CHINA TO EUROPE BY CAR.

12,000 MILES OVERLAND.

A 12,000 mile journey, overland by motor-car from South China to Home is the project of four enterprising and adventurous Britons three men and a lady—who are now in Hongkong and who will set out on their travels on Wednesday.

The party is made up of Capt. D. McCallum, of the British Legation Guard, at Peking; Mrs. McCallum; Mr. N. G. Lovell, late of the Roy Chapman Andrews expedition to the Gobi Desert; and Mr. F. Ramsey, of Peking.

The original intention of the party, said Capt. McCallum in conversation with a *Telegraph* representative yesterday afternoon, was to set out to prove that it was possible to open to motor traffic the old trade route from Peking to Kashgar—the famous route along which the camel caravans have gone for centuries. The route lies due west of Peking, through the Gobi Desert, Mongolia and on to Turkestan by way of Kashgar. But that original intention has had to be abandoned on account of the very unsettled state of the country through which the initial stages of the journey lie.

South China to Europe.

And so the party, instead of abandoning the project, have decided to set out from Haiphong, and will start from the Kwangsi border, in an endeavour to see whether it is possible to go all the way from South China to Europe by car.

Two Buick "Master Six" cars will be used, and from Kwangsi the route mapped out lies through Indo-China to Saigon, on to Angkor (Cambodia) and down to Bangkok (Siam). From Bangkok the next "leg" will be across to Rangoon, and it is that stretch of very difficult country which will most probably prove the greatest test.

Capt. McCallum smilingly said: "Well, if we can't get the motors through on their wheels, we'll take them down and get them across by elephant. We want to go by land the whole way."

Across India.

And then from Rangoon, across to Calcutta or thereabouts in India is also going to be a rather hazardous stage, but once India is reached, the grand trunk road across will be followed for many miles. The party intends going up into Kashmir (Srinagar) and will traverse the North-West Frontier country into Baluchistan; then on to Persia, Mesopotamia, and—by way of the famous route from Bagdad to Damascus—into Syria and so to Constantinople. From this last named place the journey will be continued through Europe, to England.

It is truly an epic journey upon which the travellers are about to set out, and we know they will take with them the best of wishes. Capt. and Mrs. McCallum are no strangers to part of the route, for they went Home by car from Persia two years ago. They hope to reach London towards the end of November—certainly sometime before Christmas.

1,000 Miles a Filling.

Both the Buick cars are specially equipped with extra gasoline tanks so that each car can carry 92 gallons—sufficient to give about 1,000 miles cruising radius at each filling. Camping gear is being taken for use when other accommodation is not available, and, for the most part, the travellers except to be able to live on the country as they go through it, providing themselves each day. There being no great hurry, the party is looking forward to some good hunting en route.

Capt. McCallum explained that the expedition is purely a private and personal one, undertaken for the love of it.

The party leaves here on Wednesday by the M. M. liner Tonkin, and will start off from Haiphong so soon as the cars, which were shipped down from Peking, have been unpacked and loaded.

TO-DAY.

Dollar on demand 2/0.1/16.
Lighting-up 7.11 p.m.

CONFLICTING NEWS FROM YANGTZE.

REPORT OF HANKOW'S FALL UNCONFIRMED.

NAVY STATES "NO CHANGE."

There is a remarkable report, which appears in all the vernacular papers to-day, to the effect that Hankow has been entered by Marshal Feng Yu-shiang. The news is stated in all cases to be from a Japanese source, and is not confirmed from any other source up to the time of our going to press. Naval wireless messages this morning make no mention of the fall of Hankow.

The story, as given in the *Wah Kiu Yat Pao* and other papers, is that Feng Yu-shiang's troops suddenly appeared in Hankow yesterday and occupied the northern part of the city, coming from Honan, and taking the "Reds" completely by surprise. It is added that the Russians, including Borodin, have fled, and another refugee is the chief of the labour "Reds," General Tang Yen-tak, who has fled on a foreign steamer, for which he paid \$80,000 as charter money. No report of action by the troops against the "Reds" is, however, reported.

YANGTZE QUIET.

No Change Reported.

Shanghai, July 1. Shanghai remains quiet, with nothing to report. At other ports on the Yangtze there is no change, and nothing to note.—*Naval Wireless.*

FADING OUT.

Hankow "Reds" Quitting.

Hankow, July 1. Tan Ping-shan, the Communist head of the Bureau of Agriculture, has resigned on grounds of ill-health. Teng Yen-tak and other Communists are said to be preparing to leave.—*Reuter.*

SHIP-OWNER HEAVILY FINED.

MASTER INVOLVED IN SERIOUS CHARGES.

Before Commander G. F. Hole, at the Marine Court this morning, Capt. Madsen, of the s.s. Tai Fook Sing, under Chinese registry, and Mr. Hoek Guan Hing, the owner of the vessel, were charged with unlawfully carrying 75 passengers in excess of the number allowed on the clearance papers for a voyage from Hongkong for Saigon. Capt. Madsen was also charged with giving false information when applying for the clearance.

The detailed charges against the owner were: (a) Unlawfully and knowingly shipping 75 passengers in excess of number allowed by clearance; (b) Unlawfully allowing his ship to proceed on a voyage from Hongkong without having obtained the certificates of survey as required by Ordinance.

The detailed charges against Captain Madsen were: (a) Carrying 75 passengers proceeding on a voyage from Hongkong without having obtained certificates of survey as required by ordinance; (b) having obtained a Port Clearance unlawfully, attempting to leave the waters of the Colony with more passengers than allowed by clearance; (c) unlawfully, and wilfully giving false information when obtaining a Port Clearance.

The ship was stopped on June 30, before leaving port. Mr. C. A. S. Russ pleaded guilty on all charges for the master and owner, and his Worship imposed the following sentences:

On the owner, \$200 on the first charge, or an alternative of six months' imprisonment; and \$2,000 on the second, with the alternative of six months.

On the master, \$25, or two weeks' on the first charge; \$50, or one month's imprisonment on the second charge; and \$100, or two months' on the third charge.

CHICAGO HEAT WAVE.

18 DEATHS IN TWO DAYS.

Chicago, July 1. The most severe heat-wave for many years has caused 18 deaths at Chicago alone during the past two days.—*Reuter's American Service.*

BYRD'S BAD LUCK.

LOST HIS WAY IN A THICK FOG.

MACHINE BADLY DAMAGED.

Paris, July 1. Enveloped in a freezing and impenetrable fog, Commander Byrd sent out wireless signals which indicated his presence over various parts of North France for several hours, but apparently he was unable to pick up the ground signals giving his bearings.

Officials at La Bourget were convinced that the airman was overhead, and sent up sheaves of rockets, though they realised the futility of Byrd attempting to alight.

Finally, with their petrol running short, the airman saw a light and made a risky descent and landed in the sea near Vor-sur-Mer lighthouse. The impact shattered the machine, and in a high sea and dense darkness the airman inflated two inflatable lifeboats and gained the shore. They declared that since leaving New York they had seen neither the sky nor the sea, being enveloped in impenetrable fog and rain.

It is now ascertained that Byrd decided to descend on sighting the lighthouse, and came down at 2.30, not 5.45, in the morning. The plane was fairly seriously damaged.

M. Poincare telephoned the Government's congratulations to Byrd immediately he heard of his descent, and also congratulations to the United States Government.—*Reuter.*

Found Exhausted.

Paris, later. Commander Byrd says that he lost his bearings immediately he touched France, his compass failing. He was totally unaware that he had been over Paris. He saw a lighthouse and decided to descend at all costs, although he was unable to see the water, as the petrol was giving out.

The undercarriage was wrenched off, the propellers damaged, and the cabin flooded.

An indiarubber boat was blown up, and they rowed 200 yards to the shore. They shouted, but no-one heard them. Fishermen, seeing the wrecked machine, informed the sons of the Deputy Mayor, who found Byrd and Noville exhausted on the beach, Acosta and Balchen having gone to the lighthouse.

Byrd almost fainted while ascending the stairs of the Deputy Mayor's house, but gave minute instructions regarding the care of his plane. An American lady who was fortunately staying at Ver acted as interpreter.—*Reuter.*

EARLIER MESSAGES.

Whereabouts Unknown.

London, July 1. Commander Byrd did not land at Issy, although he appeared in the vicinity. His whereabouts, are at present unknown. Commander Byrd announced at one o'clock that he only had three hours' petrol.—*Reuter.*

Lindbergh's Record Stands.

Paris, July 1. Whilst the frenzy occasioned by Lindbergh's flight was entirely absent, Parisians in large crowds gathered at the offices of newspapers where wireless messages reporting Byrd's flight were posted up as soon as night fell. The million candle power beacon at Le Bourget and the lights at Mont Valerien swept the cloudy sky.

Only four hundred were waiting at the gates of the aerodrome at nine o'clock this evening, but police were stationed every ten paces along the Paris Bourget road. Mounted police guarded the limits of the aerodrome: the borders of which were outlined with little white and red lights. Rockets were fired at intervals to guide the airman.

It was evident in the early evening that Lindbergh's record time of thirty-three and a half hours would not be beaten. The crowds at Le Bourget gradually increased. Anxiety was caused for sometime by the American failing to answer wireless signals. It was reported she was lost on the way south of Paris.

Waiting in the Rain.

Paris, Later. Rain is falling in torrents. Le Bourget is constantly sending up rockets. Hundreds of spectators, drenched to the skin and full of anxiety, are still waiting including.—*(Continued on Page 10.)*

FURTHER WIMBLEDON SURPRISES.

TILDEN AND MRS. MALLORY DEFEATED.

BRITISH PAIRS' SUCCESS.

London, July 1. At Wimbledon to-day, there was a downpour in the morning, but it brightened later. The following were the principal results:

Ladies' Doubles.

In the semi-final Miss Heine and Mrs. Peacock beat Mrs. McIlquham and Miss Harvey 5-7, 6-2, 6-1.

Men's Doubles.

In the fourth round of the Men's Doubles, Brugnion and Cochet (the holders), beat Kingsley and Gregory 8-6, 6-3, 3-6, 6-4, and thus reach the semi-final.

In the same round, Raymond and Condon beat Higgs and Lester, 6-3, 6-4, 6-4, and will thus meet Brugnion and Cochet in the semi-final.

Mixed Doubles.

In the second round of the Mixed Doubles, de Kehriling (Hungary) and Miss Bennett (Britain) beat Tilden and Mrs. Mallory (America), 3-6, 6-1, 6-4.

Austin and Miss Nuthall (Britain) beat Borotra and Madame Bordes (France), 6-4, 9-7.

"Betty" an Amateur.

Mrs. Nuthall states that she has finally decided that Miss Betty Nuthall will remain an amateur.—*Reuter.*

AIR FORCE PAGEANT.

TO-DAY'S GRAND DISPLAY.

London, July 1. Over 200 aeroplanes will take part in the annual display of the Royal Air Force at Hendon to-morrow, and the programme, which includes mimic air battles, aerobatics and stunt flying of every description, will last continuously for six hours.

At least 100,000 spectators are expected to attend this pageant, and, as usual, the King and Queen will be present, accompanied on this occasion by the King of Spain, the Duke of Connaught, and the Duke of York, who is himself an officer in the Air Force.

When the King arrives, all the machines, ranging from fast single-seater fighters and tailless aircraft to huge bombing and troop-carrying craft, will fly past the Royal enclosure and will give the salute.—*British Wireless.*

CANADA'S JUBILEE.

A BIG CELEBRATION.

London, July 1. A path of beacon fires from the Atlantic to the Pacific marked to-day's celebration of the Diamond Jubilee of Canada's confederation.

The people of Canada, to whom special messages were sent by the King, the Governor-General, and the Premier, Mr. Mackenzie King, are celebrating the jubilee by a three days' festival.

In London, a special service was held at Westminster Abbey, attended by the Prime Minister and many of his Cabinet, by members of the Diplomatic Corps, and overseas representatives.

Four past Governor-Generals of Canada, the Duke of Connaught, the Marquess of Aberdeen, the Duke of Devonshire, and Viscount Bynoe, were among the congregation.—*British Wireless.*

NAVAL RELIEFS.

NEW CREWS FOR CHINA.

London, July 1. The cruiser Calliope is leaving for Hongkong from Sheerness on July 5, carrying new crews for H.M.S. Petersfield, Seamew, and Gannet, for further service in China.—*Reuter.*

NEARLY WRECKED.

NAVAL CONFERENCE PITFALLS.

SERIOUS HITCH AVERTED.

Geneva, July 1. As an outcome of the meeting of the technical committee of the Naval Conference, the British representatives have proposed that submarines be limited to two classes, of 600 and 1,600 tons respectively, with 5-inch guns.—*Reuter.*

Powers' Proposals.

London, July 1. It is impossible at present to state the exact effect of the proposals submitted by the three Powers participating in the Naval Conference at Geneva, as these are now being examined by the technical sub-committees, while the delegates are seeking instructions from their Governments on the principles involved.

All three Powers at the outset declared emphatically that their desire was to eliminate competition between them in naval armaments, and each submitted concrete proposals for limitation which had not been the subject of preliminary examination.

New British Idea.

The British delegates since the opening of the session have submitted a new proposal; to the effect that, without in form modifying the Washington Agreement about the replacement of capital ships, the three Powers should agree by a self-denying ordinance not to build up to the permitted strength; Britain and the United States undertaking to lay down only nine new ships between 1931 and 1940, instead of fifteen, and the Japanese programme being proportionately modified.

American Suspicious.

This proposal Japan is apparently inclined to support; and while the United States has not committed itself definitely, the tendency of American opinion is to regard every British proposal as an attempt to whittle down the American claim to complete parity of naval strength.

This seemed at one time to imperil the success of the Conference, but Mr. W. C. Bridge-man's categorical disavowal of any intention to seek supremacy has undoubtedly cleared the air, and impressed the Americans in favour of the British contention that the strength of the fleets should be fixed not by the building capacity of each country, but by reasoned examination of its special needs, thus paving the way to further economies in the future.—*Reuter.*

Some Advance Made.

London, July 1. The technical committee of the Geneva Naval Conference has made such a material advance towards agreement on questions relating to auxiliary craft, that British circles now hope the subject of capital ships will be taken up before long.

The British delegations' proposals regarding this class are for a reduction of tonnage from 35,000 to 30,000, to limit reduction of guns from 16-inch to 13.5 inches, and to lengthen the life of battleships from 20 to 25 years.

In support of these proposals, it is urged that if the three Powers concerned agree thus to carry a stage further the limitations prescribed in the Washington Treaty, their action would provide striking proof of sincerity in the cause of armament limitation, and would moreover lead to very substantial economy. It is, of course, intended that the British proposals should be adjusted so as not to affect in any way the balance in regard to the capital-ship ratio, which was agreed to in Washington.

It is hoped that a clear understanding of this fact, coupled with the British delegation's frank declaration that they have no desire to question the United States claim to parity with Great Britain on any class of vessel, will facilitate discussion of this subject.

It is understood the Japanese are in principle inclined to regard with favour the British proposals on capital ships.—*British Wireless.*

Bulls and Innors

From the Office Butts.

During the week, an Indian silk store displayed the following—"MID SUMMERS ALE." We can only presume that the bargains were in (r)ge, than ever!

The Volunteers' latest song: "The more we are together, the Murrayer we'll be."

It is understood, however, that this number will in future be sung without a "howl."

According to a contemporary, Chang Tso-lin's office now flies the Kuomintang flag which is described as "red with a white sun in a blue canton." The disadvantage of a red sun in a red Canton has, of course, always been the difficulty of distinguishing it at a distance.

"The Red Flag" was played on the bagpipes in Glasgow recently. With the exception of the words, the tune and the instrument, we have no fault to find with this arrangement.

The cinema dividend of 20 per cent. will cause some Hongkong Amusement.

The outlook in China is much more hopeful, and indeed provisional agreements have already been come to with five out of the thirteen Governments of that country.

Several bathers on the Castle Peak road would just like to find out the trick as to how these Arabs fold their tents so silently.

After all, this beacon in Pedder Street may prove to be only a flicker.

It looks as if South Africa will have special flag days, for some time to come.

Judging by recent reports, gang robbers are those who rob and then gang awa.

"China Changes" says the headline in a contemporary. That is not news.

There is no truth in the rumour that the *Post* intends inaugurating a series of cross-leg puzzles.

The latest traffic slogan—*Beaconstructive.*

Although China seems to believe in fast-dyeing, colours seem to run—especially red!

Is it not rather optimistic to expect to solve Hongkong's traffic problem in a flash?

The Scots lady who rebuked a ricksha coolie at the foot of Flower Street, for complaining of the inadequacy of five cents, forgot to ask for her change.

It is not true that motorists are expected to count nine flashes to Perth. He will probably dye before they tell a traffic policeman what they think of him.

That olive branch handed to China is now almost sizeable enough to be called a limb.

Don't grouse at the telephone girl. She may be right according to her lights.

We learn that a super-New-Newtonian equation to define laws of motion is on the verge of being worked out. We have a feeling, however, that it won't be a bit of help to the lady who strips her gears.

This week's cinema sub-title: "It's a wise cork that knows its own pop."

If any of these questions make you feel like a goose, why not duck them?

To-day's motoring hint: The place for snubbers is on the car, not in it.

Motoring in Hongkong is controversial, it is generally increasing by leaps and bounds, admitted that the Jockey Club is according to the stability of the car.

A local recreation club proposes to enlarge its ice-cream. This is too warm to get into a bathing regarded in some quarters as a costume.

This traffic-guiding business dulle in futuristic repartee, we reminds us of the saying: "What's done, can be overdone." Treatment.

In fairness to the Guilds it must be pointed out that Solomon got his reputation for wisdom at a time when steamships had yet to be invented.

It was a Shanghai man who sent the following cable Home: "Wife left for home. All quiet here."

News: A woman suddenly buried a stick of dynamite at her husband in one of the poorer quarters of Paris. Many people heard the explosion.

A pretty compliment: "The British shoe and leather trade has developed a stainless woman's shoe."

Baseball is increasing in popularity in Hongkong. We wonder if this has anything to do with the many who have come to the Colony to strike out for themselves.

A little girl in her history text at a Kowloon academy, asked "Why Mary Queen of Scots was born at Linlithgow?" replied "Because her mother was staying there."

A gas tube burst in Queen's Road but nothing like this ever happens in the Council Chamber.

Picking pockets at baseball match, a Chinese fled to Central Police Station, after the victim had struck him out of action.

It is alleged that one of the roads at Kowloon Tong is private. Very few of them are worth publicity, however.

There is a lot of mourning about Shanghai night life in the courts.

We read that it is now possible to photograph the contents of the stomach. Kowloon boarders refuse to submit to the ordeal, considering that it is hardly worth while.

The lady golfer who was awarded a safety razor will never slice again.

The Government is contemplating fresh taxation in the form of an Entertainment Tax to be imposed by Police Magistrates.

These American suggestions in the matter of disarmament are potentially for the benefit of U.S.

"Men get curvature of the spine when women cross their legs," says a doctor. Their eyesight is also frequently affected.

Miss June Looker was presented to their Majesties at a recent Court. Some looker.

Mr. Law of Shanghai has retired expected to count nine flashes to Perth. He will probably dye before they tell a traffic policeman what they think of him.

Aberdeen is again in the news. In the street of that ill-fated burglar was apprehended. The old place doesn't change much.

A Scots soldier writes pointing out that owing to the many tree concerts for troops, a man can't save nearly so much.

The alleged unsuitability of the traffic beacon is said to be more apparent from Wyndham Street than from anywhere else. It would be.

Summer hotels and some are not.

This week's stray bat from the belfry: "How can one get a button on a coat of paint?"

Household hint: To prevent the leaking taps, forget to pay your water rates.

Notwithstanding these snob controversies, it is generally admitted that the Jockey Club is run by our betters.

A local girl was heard to remark at Castle Peak that the weather was too warm to get into a bathing regarded in some quarters as a costume.

For those smart people who indulge in futuristic repartee, we reminds us of the saying: "What's done, can be overdone." Treatment.

RECORDS!

- 4579 Blue Bonnet.
What a Man.
- 4569 Black Bottom.
Pretty Cinderella.
- 4556 I've Never Seen a Straight
Banana.
While the Sahara Sleeps.
- 4574 Breezein' Along.
Tell Me You Love Me.
- 4572 Deep Henderson.
Sunny Swanee.
- 4606 Blue Bird.
How I Love You.
- 4608 Desert Song.
Riff Song.
- 4609 One Alone.
It.
- 4603 Pining for You.
When Lights are Low.
- 4598 Why Do You Roll Those Eyes.
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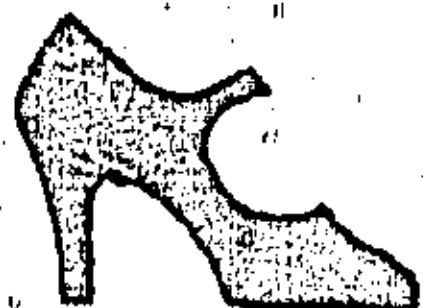
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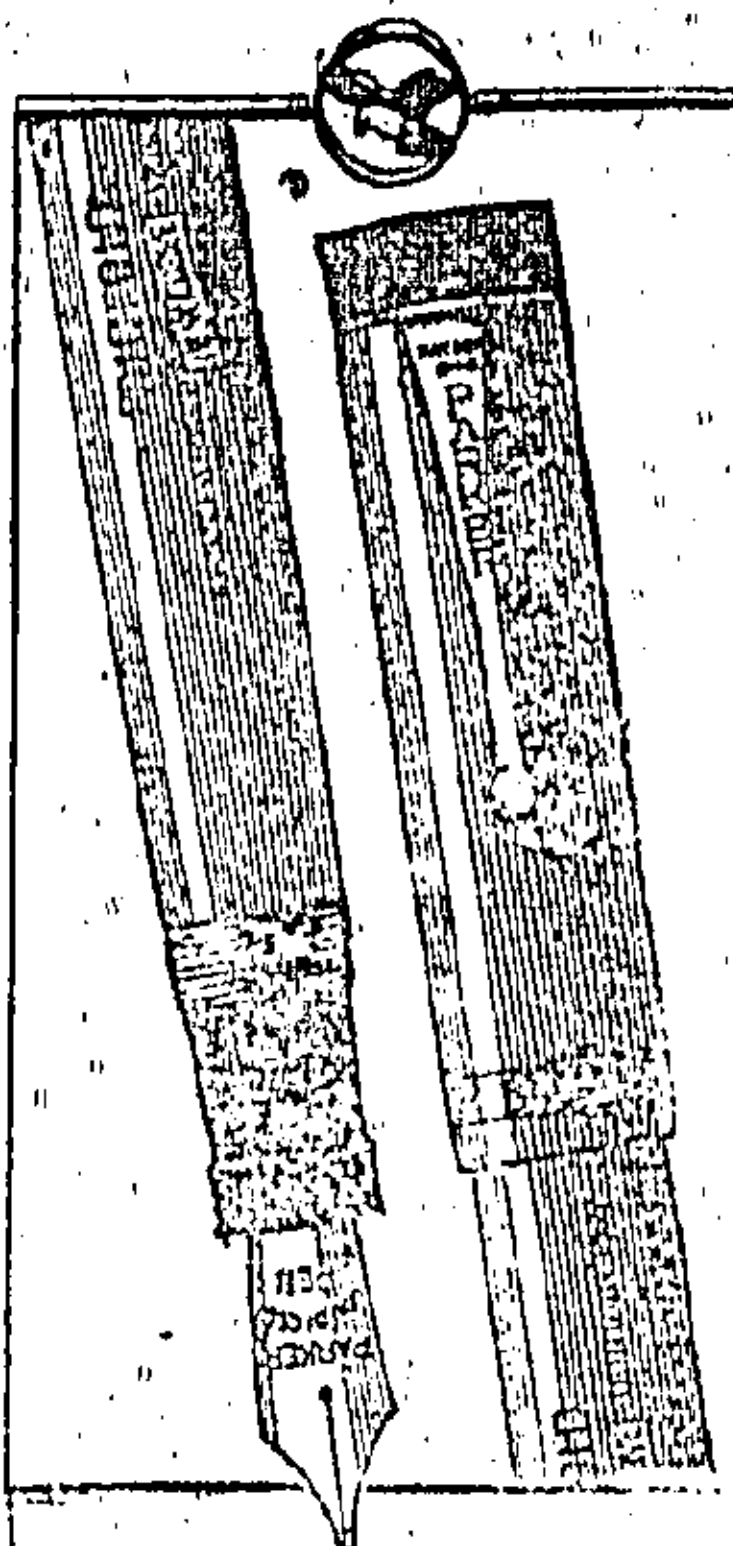
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OBITUARY.

WIDOW OF WELL-KNOWN
OLD RESIDENT.

The death occurred at the Peak
Hospital, shortly after noon
yesterday, of Mrs. M. J. D.
Stephens. Mrs. Stephens had
been ill for a short period,
and was only admitted to hospital,
where she was attended by Dr.
Balean, the previous day. A very
old and much respected resident
of Hongkong, the deceased lately
took no active part in public af-
fairs but was well liked by a large
circle of friends, who will much
regret her passing.

She was the widow of Mr. M. J.
D. Stephens, a well-known solicitor
of the Colony, who died on
April 23, 1925, after being in re-
sidence here for a period of 53
years, a record only exceeded so
far as British residents were con-
cerned by the late Sir Paul Chater,
who came to Hongkong eight years
previously. The late Mr. Stephens
was possessed of much
wealth, a substantial portion of
which he left to his widow.

The funeral takes place at
Happy Valley this afternoon, pas-
sing the Monument at six o'clock.

ST. PETER'S CHURCH.

YOUNG MEN'S CLUB
ACTIVITIES FOR JULY.

The monthly circulars issued
by St. Peter's Church and the
Young Men's Club for July con-
tain the usual list of forthcoming
events, and brief comments on the
activities of the previous month.

At a tea to be given to members
of the congregation at the resi-
dence of Mr. Earle at 5.30 p.m. on
Thursday July 14, the Rev. H.
Copley Moyle has kindly con-
sented to give an address on "The
Church's Seasons and Festivals."
Some business will also be trans-
acted at this meeting.

The weekly bathing picnics will
be run throughout the month,
the launch leaving Queen's Pier
at 3.45 p.m. sharp on Saturday.
The moonlight picnic to Repulse
Bay takes place on Wednesday
13, while the monthly whist
drive has been fixed for Friday, 13
at 8.30 p.m. in St. John's Cathedral
Hall.

On the 6th and 18th the fort-
nightly socials for servicemen
will be held while a Ping Pong
Tournament for members has been
arranged for the 25th at 8.30 p.m.

CAPTAIN SEIZED.

PIRATES DEMAND \$20,000
RANSOM.

Shanghai, July 1.
A message from Ichang, says
news has reached Ichang by junk
that the American Captain S.
Fisher, master of the steamer
Chichuen, with the Chinese com-
pradore, has been captured by
pirates between Ichang and
Chungking and held to ransom for
\$20,000. The Chichuen left
Ichang on June 24 and grounded
thirty miles from Ichang the
pirates raiding her while she was
out of control.—Reuter.

MR. MELLON'S TOUR.

GOING ON A HOLIDAY
CRUISE.

New York, July 1.
Mr. Mellon has sailed in the
Italian liner Conte Biancamano to
Gibraltar whence he will go on a
summer holiday cruise in the
Mediterranean in the yacht Venetia.
He will return to America
in September.—Reuter's Ameri-
can Service.

SOLDIER, KILLED.

DURIAM PRIVATE RUN
OVER BY CAR.

Shanghai, June 27.
Pte. N. Failes, of the Durham
Light Infantry, died last night in
the British Military Hospital, as
the result of injuries sustained at
8.30 yesterday evening in a "barr"
accident on Bubbling Well Road.

The accident occurred at the
tram stop near the Embassy
Theatre, almost opposite entrance
to Love Lane, Failes and a com-
rade, Pte. Honey, of the same re-
giment, had attended the early
performance at the theatre, and
were attempting to board a Hong-
kew car in order to return to their
billet at the Public School for
Boys, near Hongkew Park.

It would appear that the tram
was already in motion as the two
men sought to enter, and the iron
guard gates were closed in their
faces. It is not quite clear whether
the closing of the gates threw
Failes to the ground or whether he
clung to the step and collided with
the iron lamp standard at the end
of the safety island. He was
thrown to the ground, however,
and the wheels of the trailer passed
over his right arm.

Arm Amputated.

The injured man was taken to
the Military Hospital in the police
ambulance from Sinza station.
The right arm was amputated, but
the shock and loss of blood proved
too great, and the unfortunate
young man died during the early
hours of the morning. Failes be-
longed to the machine gun com-
pany of his regiment.

He was a young married man,
his widow, who only recently gave
birth to a son, whom his father, in
China, had never seen, is at pre-
sent in India, where the Regiment
was stationed before being attached
to the Shanghai Defence
Force.

Mr. I. T. Morris, the Coroner,
this morning decided that an in-
quest would not be necessary.

TRAM FARES.

SOLDIERS REFUSED TO PAY.

A repetition of the Peking tram
incidents of a year or two ago
occurred recently in Nantao
on a Saturday afternoon
resulting in the total cessa-
tion of street car services for
several hours owing to some Chin-
ese soldiers refusing to pay their
fares when requested for same by
the conductors.

The soldiers, adopting an over-
bearing manner, not only refused
to pay their fares but insulted the
conductor who asked them. They
had words and the words finally
led to blows, the conductor, of
course, coming off second best for
some of the civilians offered to
lend him a hand in his dispute
with the uniformed coolies who
greatly outnumbered him.

The conductor received the sym-
pathy of the driver, however, and
the tram was stopped. Other
trams collected at the spot and,
when their drivers and conductors
heard the reason for the dispute,
they, too, refused to carry on until
some sort of apology had been
made and the insult to their
union obliterated.

From 12.30 p.m. until 3 p.m. the
tram hold-up continued, word
spreading from tram to tram until
practically every vehicle was
affected, while more soldiers
gathered together at the scene of
the dispute, and there arose a
situation which threatened to de-
velop into a free fight between the
tramwaymen and the soldiers.

Fortunately several officers ar-
rived to intervene and after a dis-
cussion with several officials from
the Nantao Tram Company the
conductor received an apology
from the soldiers responsible for the
row and the trams started
running.

CANADA'S JUBILEE.

BEACONS BLAZE FROM
OCEAN TO OCEAN.

Ottawa, July 1.
A fiery chain of beacons blazing
on the hilltops from ocean to ocean
testify to the universality of the
celebrations of the sixtieth anni-
versary of the confederation in
connection with which the whole
Dominion is indulging in festivi-
ties, and prayers of thanksgiving.

Beginning to-day the prairie
hamlets and scattered bands of
Indians and Eskimos in the remote
North West are synchronising
their celebrations with those of
the capital where the jubilee was
signalled by sirens, martial
music, massed choirs singing the
national anthem, and the peels of
the new carillon bells in the tower
of Parliament House, the first
note of which was sounded wire-
lessly by His Majesty from Lon-
don.

Birthday greetings are pouring
in from the Dominions and for-
eign premiers. Governor-General,
Viscount Willingdon, sent a mes-
sage in which he spoke of the
proud loyal citizenship of the
great growing nation.

Mr. Mackenzie King, in a
stirring statement, commends the
national rejoicing at peace,
plenty, progress and prosperity
attributable to the spirit of unity
animating the nation.

The first official act of the
United States Minister, Mr. Phil-
lips, will be participation in the
commemoration.

Even the prisoners are blessing
the occasion with thanks for the
remission of sixty minor sentences
and the reduction of sentences for
the more serious delinquents.—
Reuter's American Service.

VOLLEYBALL.

INTER-SCHOOL COMPETITION
CLOSING.

The annual inter-school competi-
tion, organised by the Chinese
Y.M.C.A., is now nearing the finish;
in two divisions the results are now
certain.

The "C" division matches were
completed last week. St. Paul's tak-
ing first place with Queen's and
Ellis Kadoorie tied for second.

The deciding match in the "B"
division was between St. Paul's and
King's, the former winning by a
narrow margin after a keen struggle.
This result decides the two first
places, though the placing of the
other teams is not yet certain, as
there are several other matches still
to be played.

In the "A" division two teams, St.
Paul's and the Tutorial Institute, have
won all their matches so far. The
final match between these two will
be played on July 5th at the Y.M.C.A.,
after which the shield and cups will
be presented.

TWIN'S RECORD SWIM.

IN THE WATER FOR FIFTY
TWO HOURS.

New York, July 1.
Twins of thirteen years, Bernice
and Phyllis Zitenfeld, who hope
to swim the channel, claim a re-
cord 162 mile swim in the Hudson
River from Albany to New York
State. They reached the Battery
after being 62 hours and 30 min-
utes in the water, over a period of
eleven days. The previous re-
cord was 57 hours and 11 minutes.
—Reuter's American Service.

STRANDED COASTER.

PASSENGERS SAVED.

Manila, July 1.
It is reported the French
steamer St. Francis Xavier from
Noumea, struck a reef. The mas-
ter, forty passengers and fifty-five
of the crew were picked up by the
British steamer Dolus, which is
en route to Manila.—Reuter.



INDUSTRIAL

Industrial Gases and all Equipment Supplied by—
THE FAR EAST OXYGEN & ACETYLENE CO., LTD.
HEAD OFFICE—48 Rue Saint-Lazare-Paris.

HONGKONG BRANCH Office—20 Des Vœux Rd. Central, Phone C. 2344
M.J.E. GUILLOT Manager. Works: To Kwa-wan—Phone K. 789
Telegraphic Address: "OXYGENE" Hongkong.

Codes used: Bentley's, A, B, C, 5th and 6th, Lagrange.

EVERYTHING FOR THE WELDER AND CUTTER.

Have you seen
the New Styles of
Panama Hats?

We have just received a shipment
revealing the accredited American
fashion of this season in

Genuine PANAMAS
for Genuine Smartness

Come—let our mirrors show you
a smart man with one of these
hats on.

Prices from \$4.50 to \$25.00

The Sincere Co., Ltd.

"The Hongkong Emporium."

ELECTRO-PLATING.

OVER TWENTY YEARS EXPERIENCE in the Electro-
deposition of Metals in Hongkong, places us in a position to
offer reliable and efficient service for the plating of articles
in Gold, Silver, Nickel and Copper.

Artistic finishes in Bronze, Antique Copper, and Oxidized
Silver.

Polished and Lacquered Brassware.

William C. Jack & Co., Ltd.

ELECTRICAL ENGINEERS,

Tel. Central 358

Hongkong

SALESMAN SAM

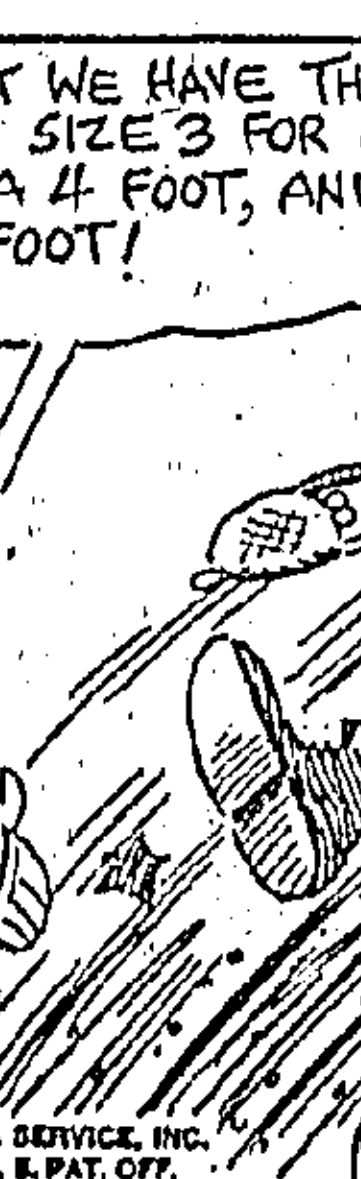
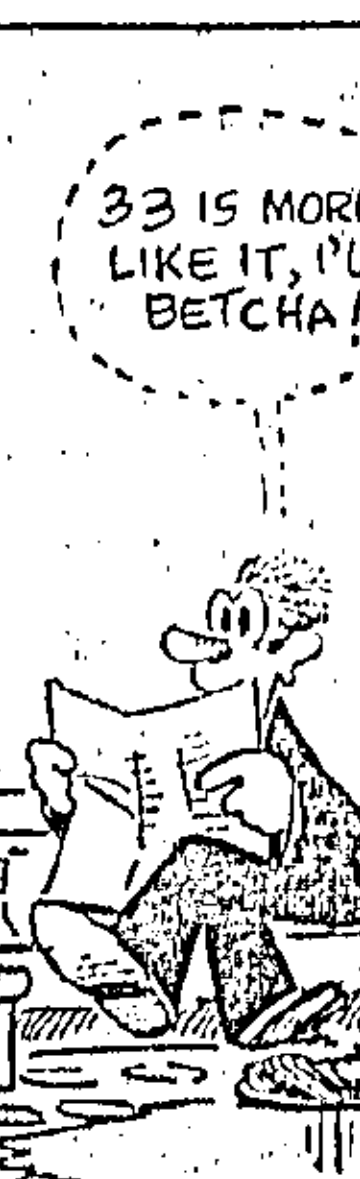
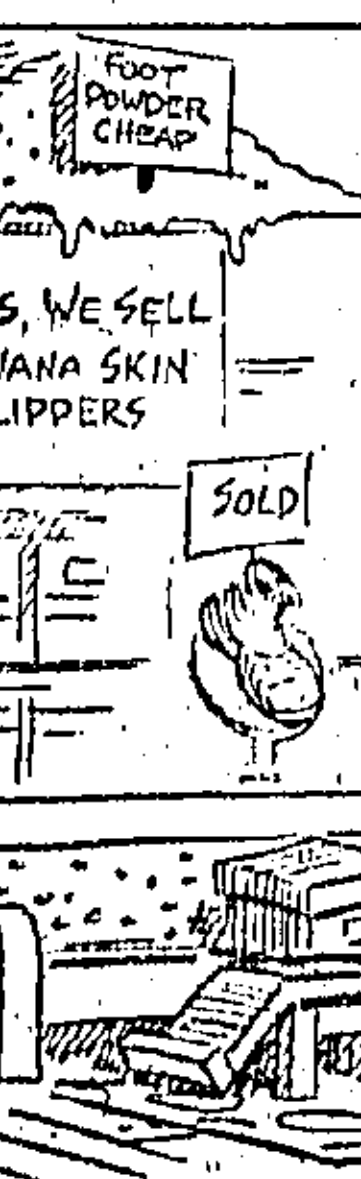
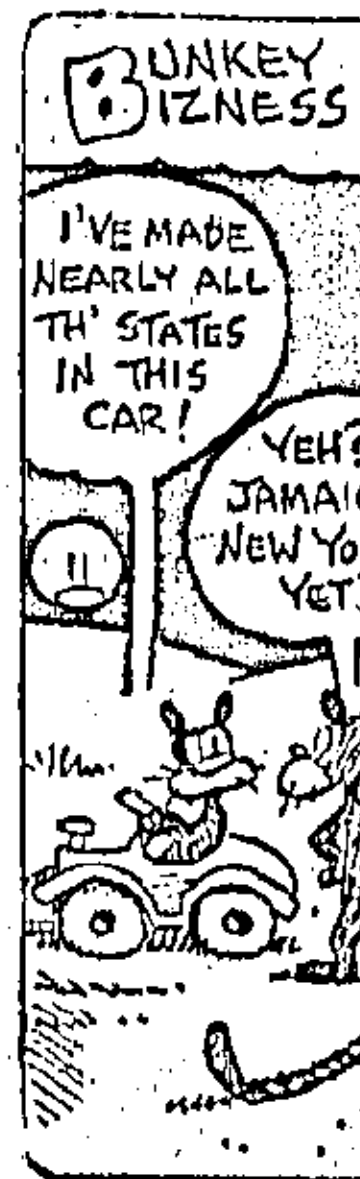
Speaking of Sizes

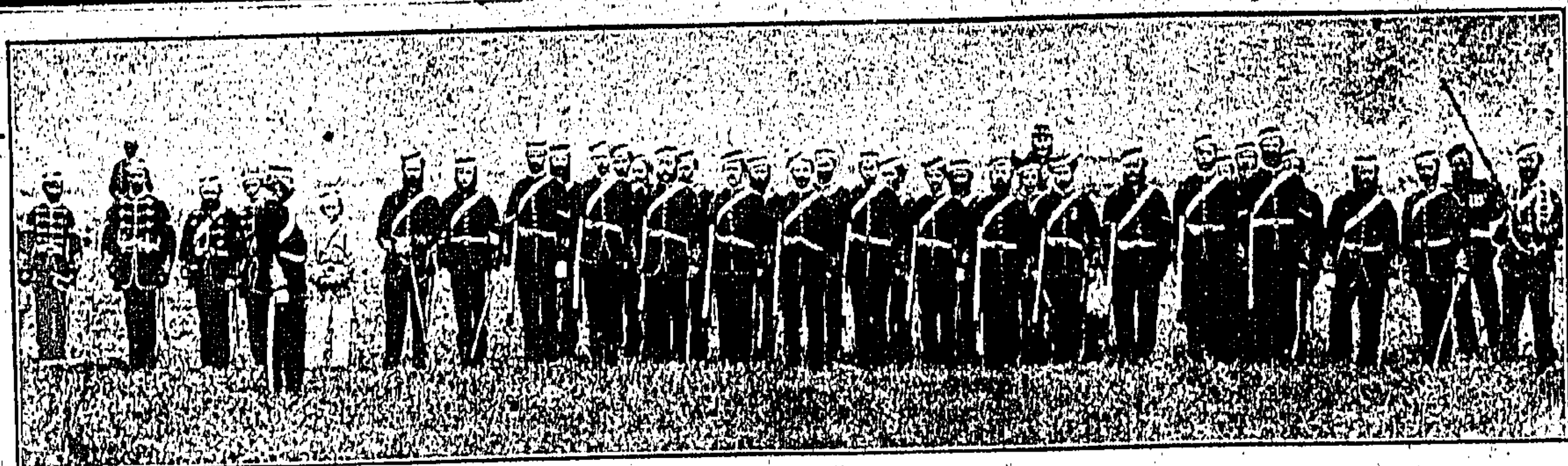
By Small

Gets you well

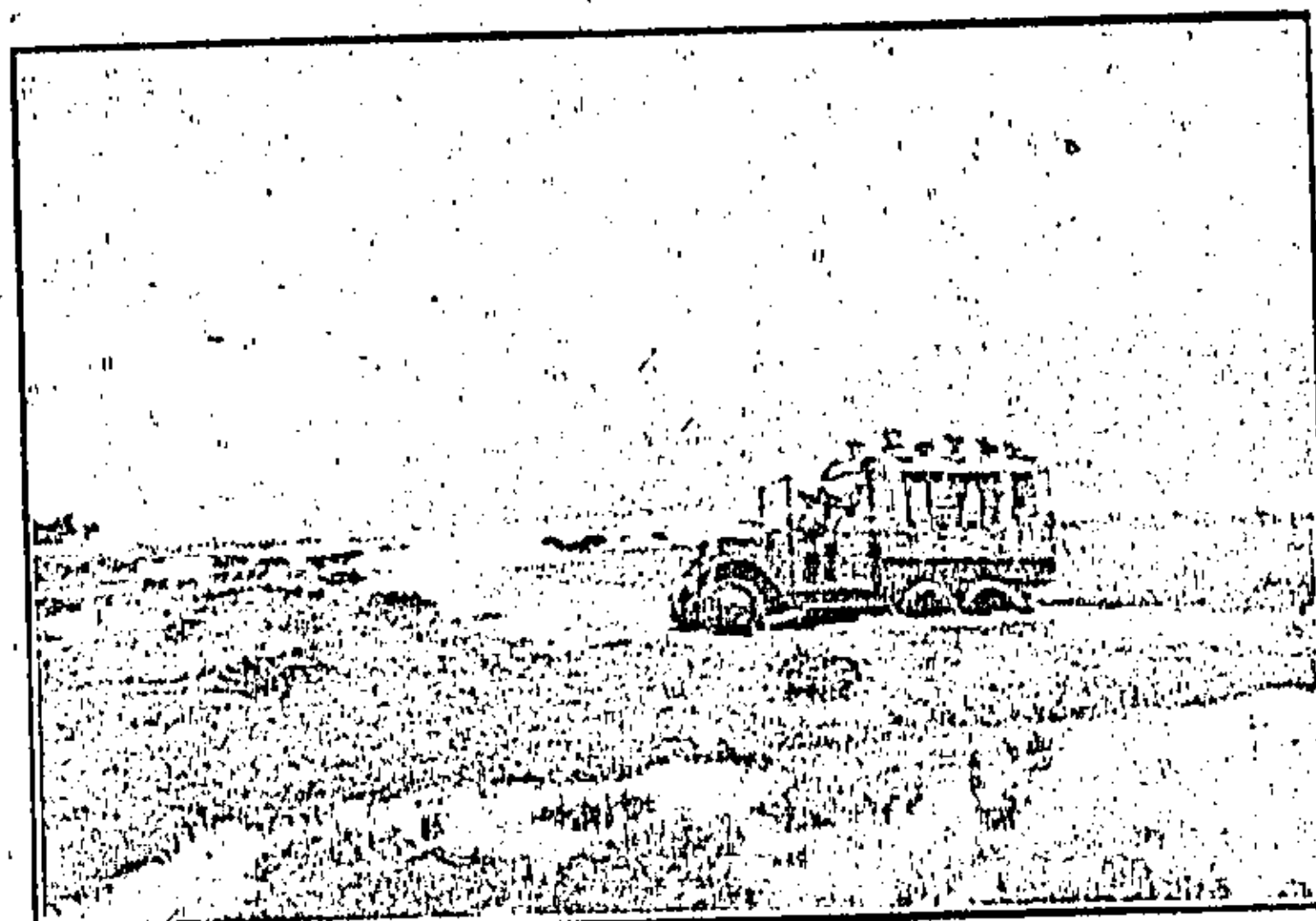
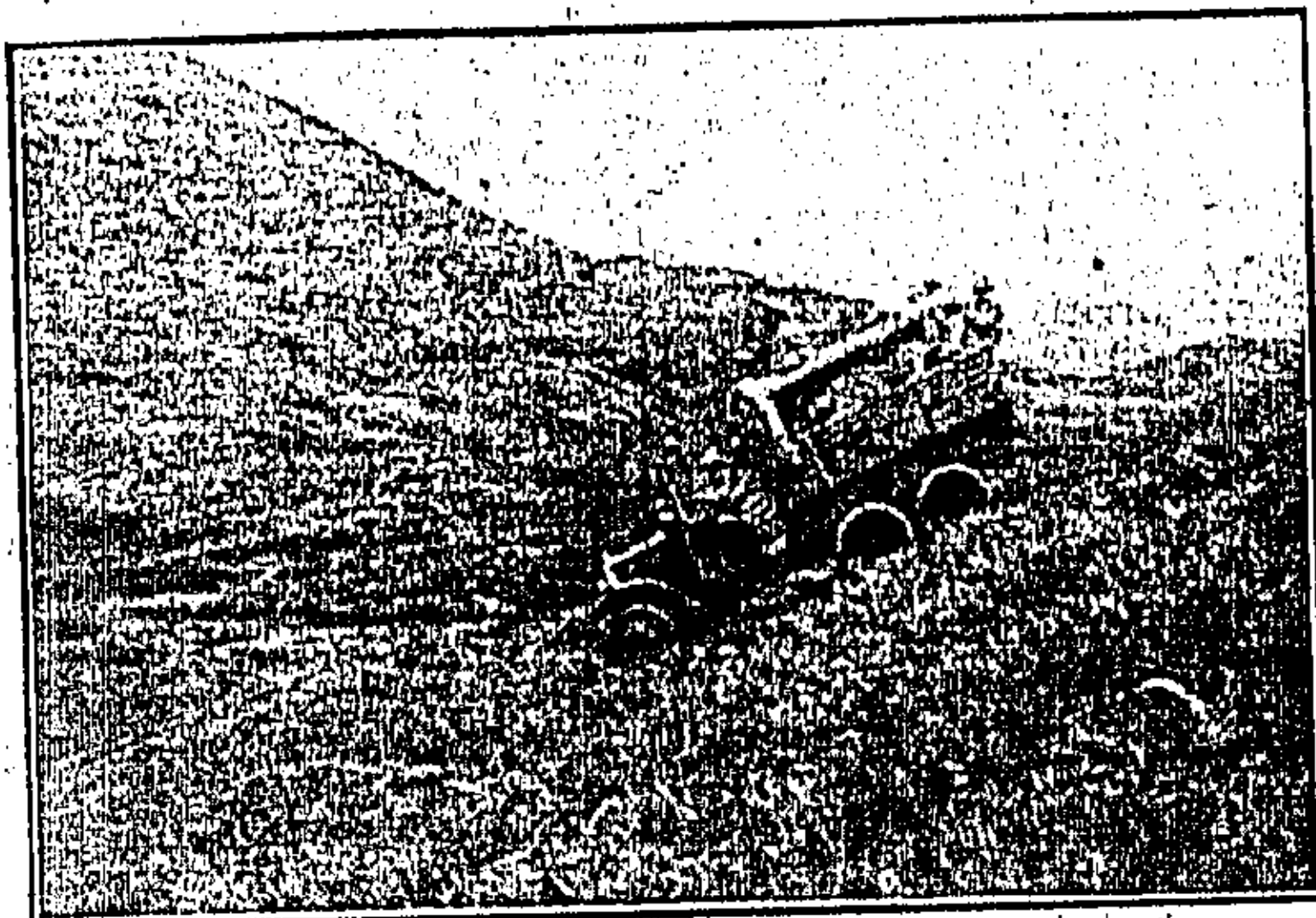
and keeps you well
that is the object
of SCOTT'S
Emulsion which
heals, nourishes and
strengthens. Your
doctor knows it.
Ask for

**SCOTT'S
Emulsion**
The protector of life

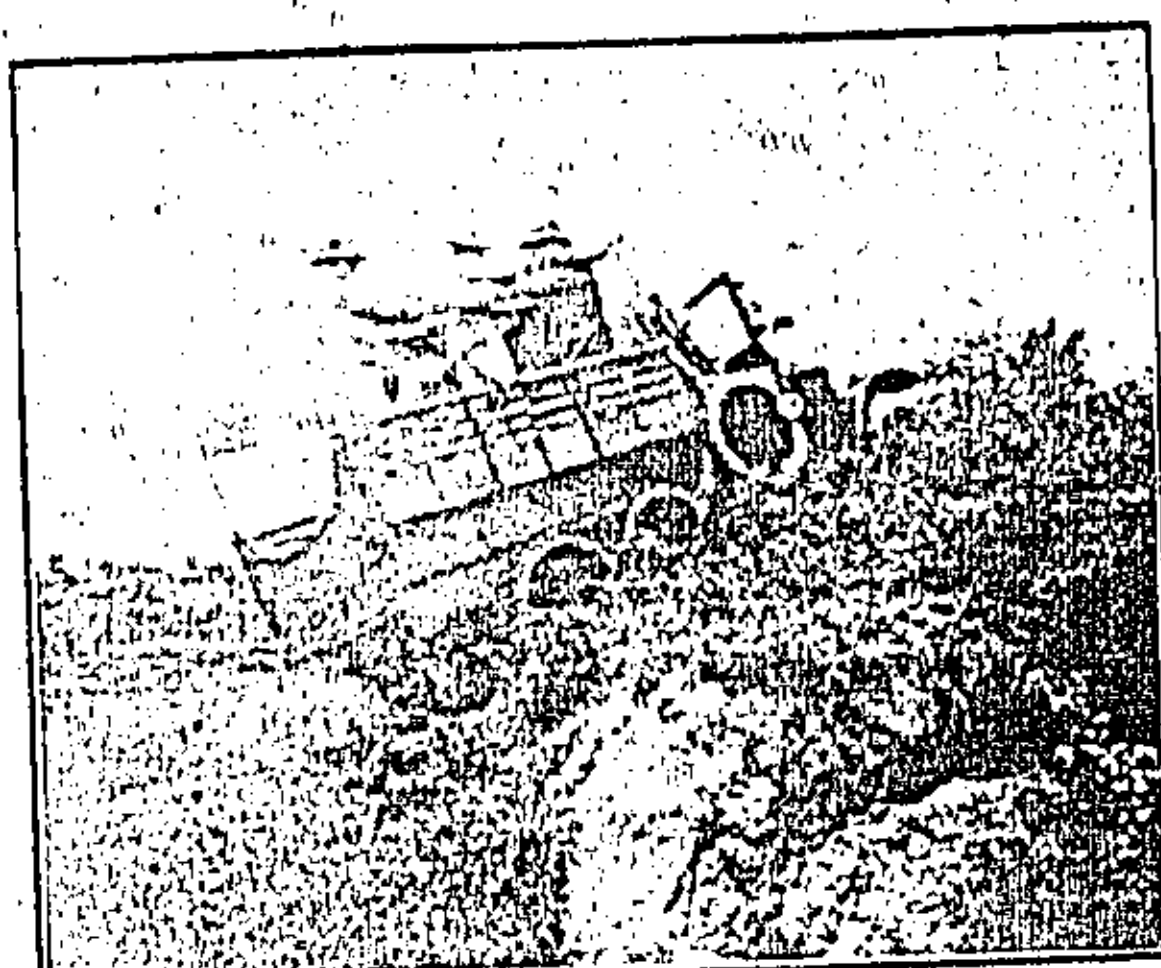
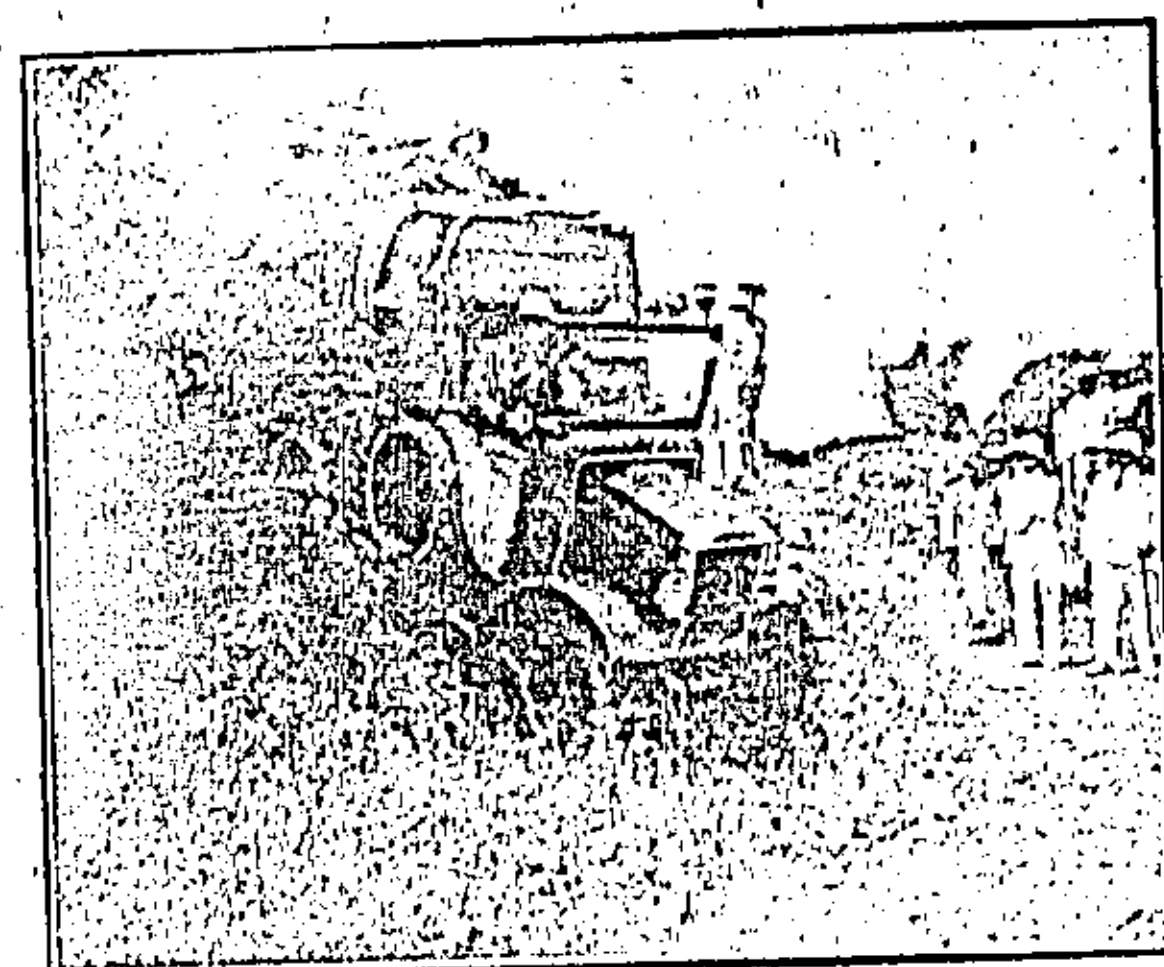
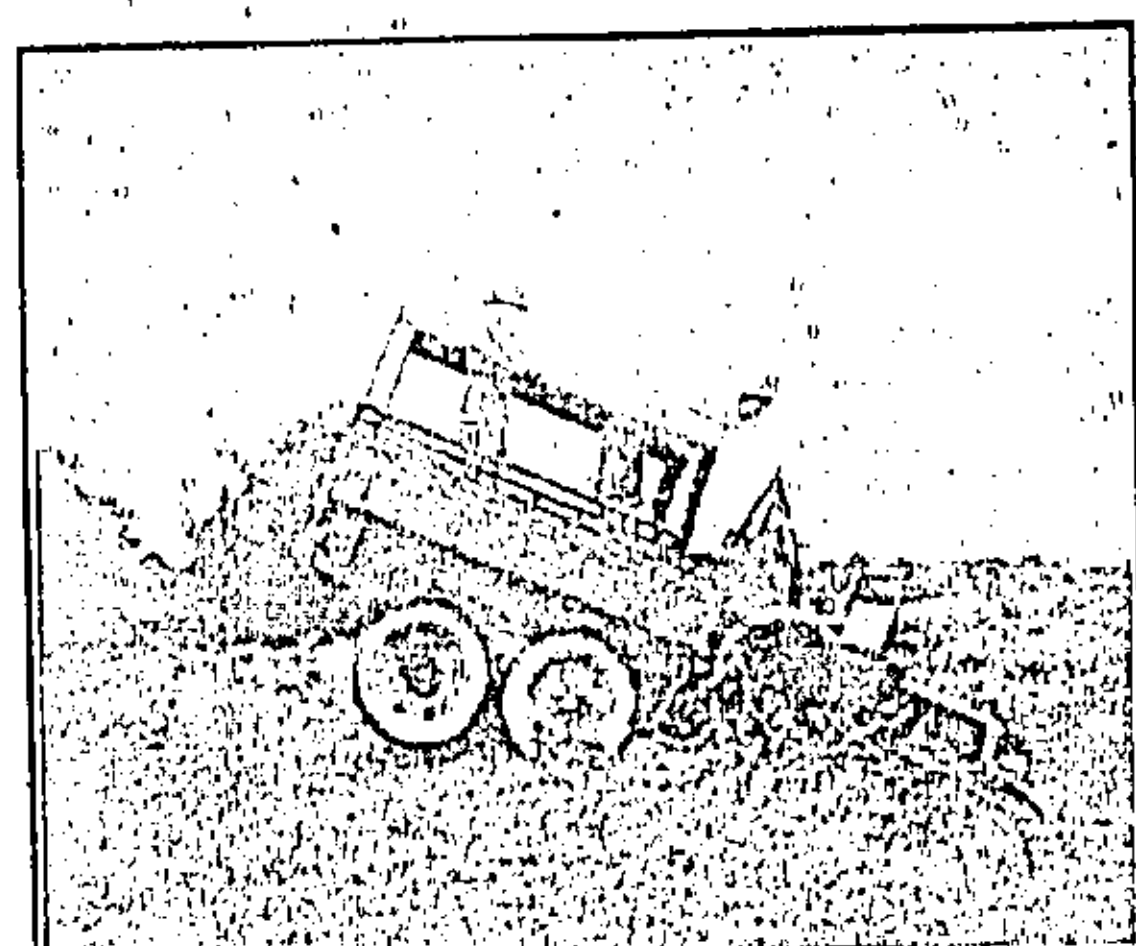




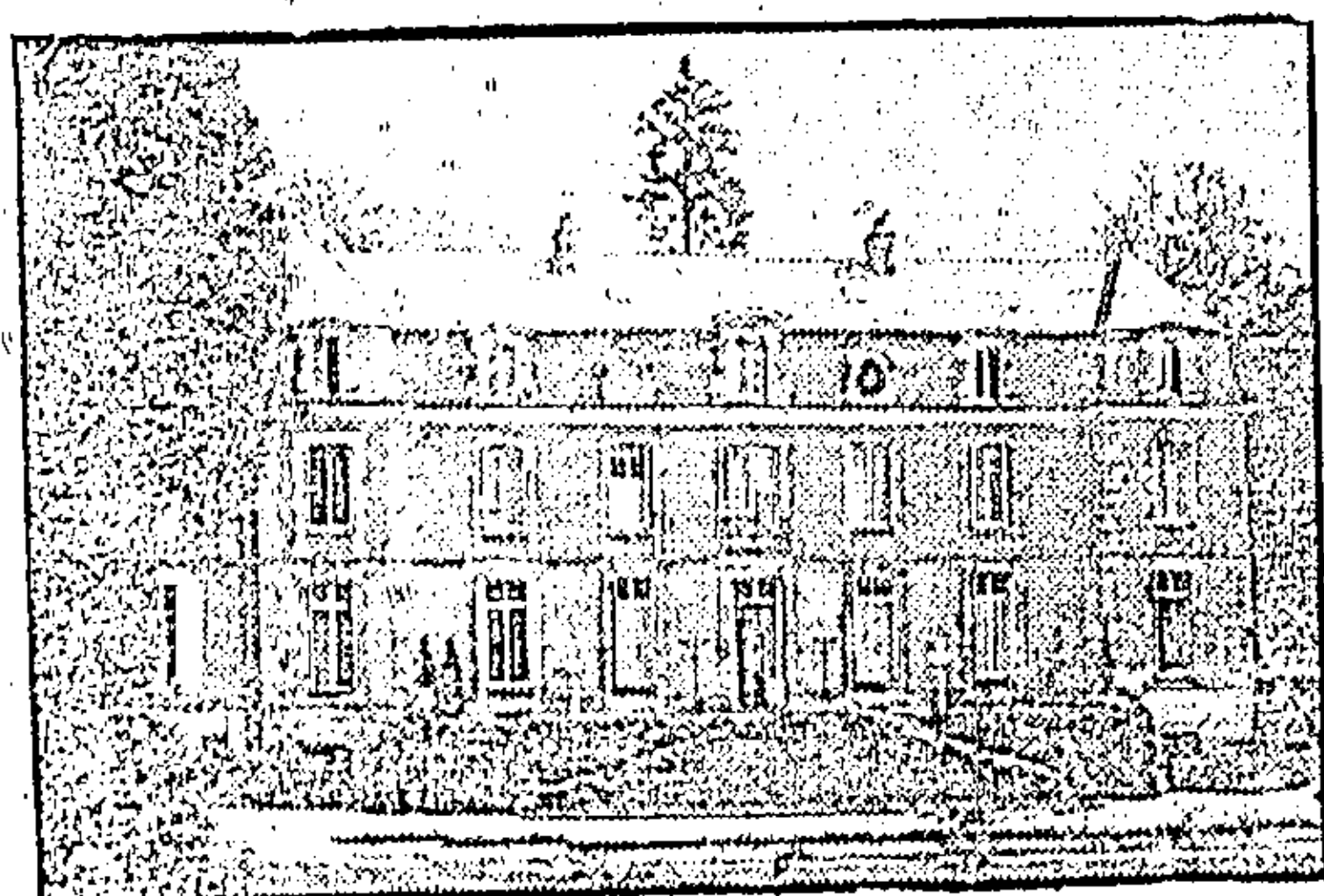
Here's a chance for old timers to do a little recognising. This picture and the one at the top have been found at Volunteer Headquarters, and they are of Volunteers of years ago. But no one knows who they are. Can you tell?



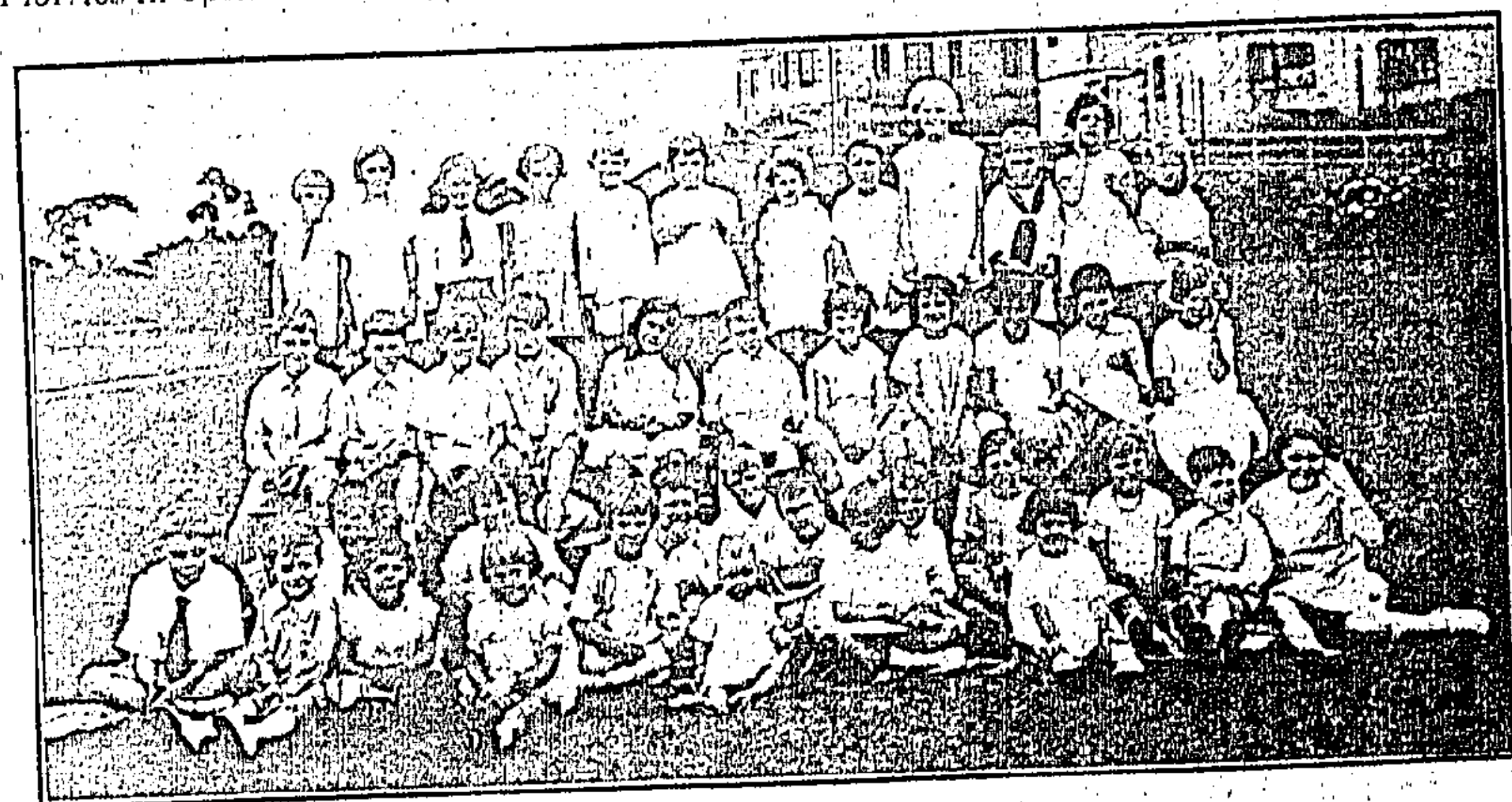
The above two pictures show some of the capabilities of the Morris six-wheelers, as demonstrated by the army in the New Territories.



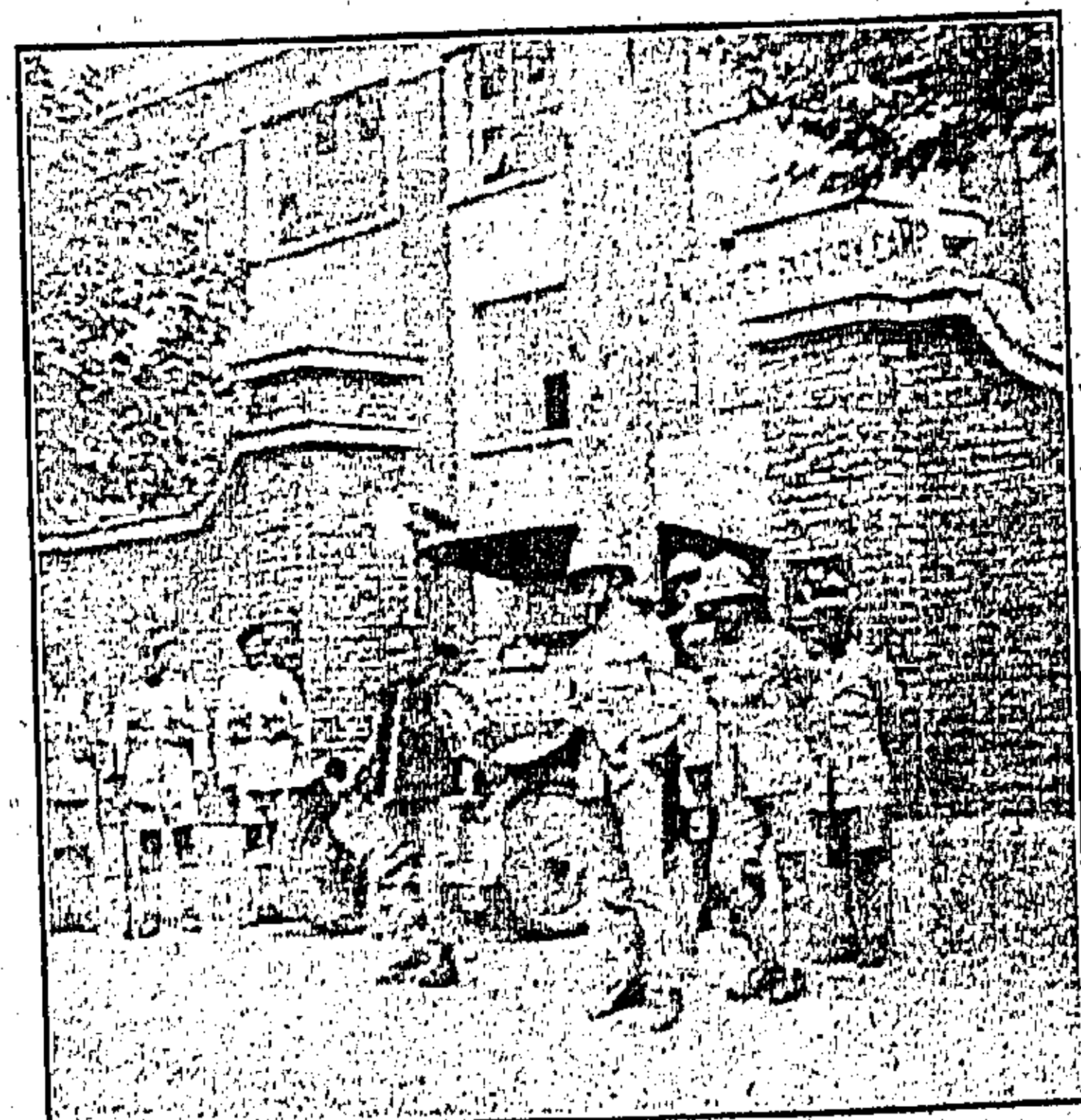
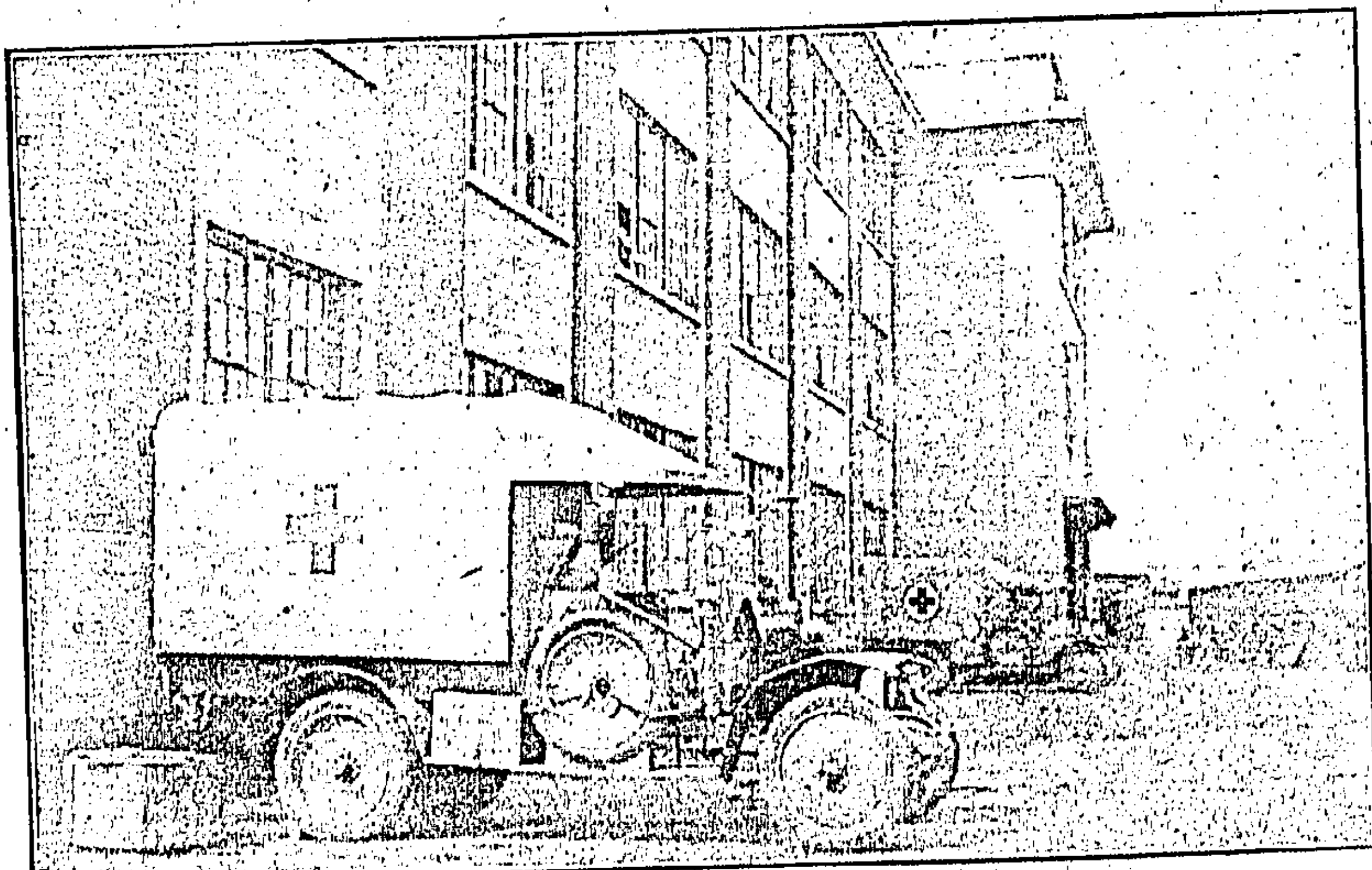
Further pictures showing the Morris six-wheel lorries in operation during the demonstration in the New Territories.



Here is a front view of Pola Negri's beautiful chateau at Serraincourt, 20 miles from Paris.



A group of happy Peak children, taken on the occasion of a recent party.



Front of Messrs. Moutrie factory, Shanghai, part of which is being used as a R. A. M. C. Camp. On the right is the entrance gate, with an ambulance coming out.

K Shoes
with Crepe rubber soles

THE IDEAL SHOE FOR GOLF OR WALKING

The circular holes in the outside layer of rubber give a firm suction grip, and also help to prevent the tough crepe rubber from spreading.

WE ALLOW 10% DISCOUNT FOR CASH

MACKINTOSH
& Co., Ltd.
MEN'S WEAR SPECIALISTS

Alexandra Building. Des Voeux Road.

KING'S BIRTHDAY CELEBRATIONS.

OVER FIFTY EXCELLENT PHOTOGRAPHS INCLUDING PANORAMIC VIEW. NOW ON SALE

MEE CHEUNG.

Studio, Ice House St. Branch 7, Beaconsfield Arcade.

THE SEASON'S
Bathing Caps and Shoes have arrived.
An early purchase is advisable.

Latest Styles, Moderate Prices

THE COLONIAL DISPENSARY
15, Queen's Road, Central Tel.

ASAHI BEER
Special Brewed for Export

DAI NIPPON BREWERY CO., LTD.
TOKIO JAPAN

Sole Agents.
MITSUI BUSSAN KAISHA, LTD.
HONGKONG.

WHITEAWAYS
NEW MARMET BABY CARS.

The World's Best Quality BABY CARRIAGES British Manufacture

The Guarantee of SAFETY & COMFORT Perfect Steering Control Silent Running Easy Movement

THE MARMET MODEL P...\$ 99.50 Each.
THE MARMET DE LUXE...\$129.00 "
THE MARMET GLYDA...\$195.00 "

ALL MODELS STOCKED IN SHADES OF—
BLUE-GREY, GREEN AND BUFF

THE MARMET FOLDER IN BLUE ONLY...\$ 69.50 Each.

FIRST FLOOR SHOWROOMS.

WHITEAWAY, LAIDLAW & COMPANY, LIMITED.

A Profitable Investment.

Judicious Advertising is one of the most profitable investments associated with successful Business Enterprise.

Advertise in

The Hongkong Telegraph.

and secure the co-operation of its readers in buying your goods.

Prepaid Advertisements

25 WORDS FOR \$1.00
(\$1.50 if not prepaid)

The following replies are awaiting collection:

1392, 1342, 1397, 1441, 1444, 1456, 1462, 1453, 1512, 1516, 5, 26, 32, 38, 72, 80, 88, 101, 102, 161, 168, 174, 191, 194, 208, 216, 226.

FOR SALE.

FOR SALE.—SEXTANT, equal to new. Only \$80. Apply Box No. 228, care of Hongkong Telegraph.

PREMISES TO LET.

TO LET.—One European FLAT Wanchai Gap Road, Hongkong. Apply to 82, Kennedy Road.

TO LET.—Office Rooms, 2nd Floor, New Hongkong Bank Building. Apply Sang Kee, same building.

BACHELOR MESS.—Vacancy in quiet mess on Peak. Apply Box No. 232, care of "Hongkong Telegraph."

TO LET.—Spacious Offices in No. 11, Queen's Road Central. Apply Comptroller Dept., David Sassoon & Co., Ltd.

TO LET.—From 1st June, furnished flat at Mount Keltel, No. 198, The Peak. Apply Property Office, Jardine, Matheson & Co., Ltd.

COMMODOUS OFFICES to let in No. 7, Queen's Road Central, also two small offices in 1A, Chater Road. Apply E. D. Sassoon and Company, Ltd.

FLATS also ROOMS, single, double, furnished or unfurnished, mid-level or Kowloon, excellent locations. Partial service, if required. Small Investors. Tel. C.4680.

TO LET.—European Flat, 29A, Kennedy Road, 4 rooms 2 bathrooms servants quarters. Apply Telephone C.547, or Thornhill Asratated Water Factory, 154, Praya East.

TO BE LET.—Furnished from 1st July, Forebank West, Magazine Gap, The Peak, six rooms, four Bathrooms, Modern Sanitation, Private Garage. Apply F. M. Crawford, care of Lane, Crawford, Ltd.

TO LET.—SHIPPING OFFICES in Connaught Road Central, Nos. 16, 18 & 19, Ground Floor; Nos. 16, 17 & 18, First Floor; No. 16, Second Floor. Please apply S. K. Trust Ltd., 29, Connaught Road, Central.

TO LET.—Five rooms House in Granville Road, Kowloon, with flush and sanitary conveniences. Ground floor three rooms flat in Flat Buildings, with flush and sanitary conveniences. Apply Box No. 234, care of "Hongkong Telegraph."

PACKING

We carry out every description of packing goods for overseas transport. Terms reasonable.

KIMOTO & CO.
42, Wellington Street.
Tels. C.609 and 3237.

NEW ADVERTISEMENTS.

CHINA COAST OFFICERS' GUILD AND MARINE ENGINEERS' GUILD OF CHINA, HONGKONG BRANCHES.

URGENT.

Adjourned Meeting this (Saturday) evening, at Seven o'clock. Important.

W. J. STOKES,
Branch Secretary.

FOURTH OF JULY.

The American Community will be at home to its friends, on **MONDAY, July Fourth,** at

The Hongkong Hotel Roof Garden from 4 to 6.30 p.m.

NOTICE.

We, the undersigned, hereby give notice that our Partnership will be terminated on the 31st July, 1927.

Any claims against the firm should be sent in not later than that date.

HEWLETT & SIU,

Architects,
17, Queen's Road, Ctl.
Hongkong, 30th June, 1927.

INDO-CHINA NAVIGATION COMPANY, LIMITED.

The Forty-Sixth Ordinary General Meeting of the Company will be held at the Office of the General Managers, Messrs. Jardine, Matheson & Co., Ltd., Pedder Street, Hongkong, on Monday, the 25th July, 1927, at 11.00 a.m. for the purpose of receiving the Report of the Directors, passing "the Accounts and electing Directors and Auditors."

The Transfer Books of the Company will be closed from the 18th July to 8th August, 1927, both days inclusive.

By order of the Board.

JARDINE, MATHESON & CO., LTD.,
General Managers.

Hongkong, 24th June, 1927.

MACAO RACES**THIRD EXTRA RACE MEETING:**

SUNDAY, 3rd July, 1927.

(Weather Permitting)

First Saddle Race 1.30 p.m.

Entrance to Public Enclosure 40 cts.

Entrance to Members' Enclosure \$2.00.

SPECIAL FARES FOR RETURN

SALOON PASSAGE \$5.

RACE STEAMERS

To Macao

S.S. "Sui An" 9 a.m.

S.S. "Tai Shan" 10 a.m.

From Macao

S.S. "Sui An" 3 p.m.

S.S. "Tai Shan" 6 p.m.

CHURCH NOTICES.

St. John's Cathedral, Hongkong,

July 3rd, 1927. 3rd Sunday

after Trinity. Holy Communion, 8 a.m. Children's Service, 10 a.m. Matins, 11 a.m.

Preacher: Rev. W. R. Cannell.

Holy Communion, 12 noon.

Evangelism, 6 p.m. Preacher: Rev. E. A. Riden R. N. Thursday 7th.

Holy Communion at 7.45 a.m.

First Church of Christ Scientist,

Maddison Road, below Bowen

Road Tram Station. Sunday

Service, 11.15 a.m. Subject:

"God." Wednesday Evening

Meeting at 5.30 p.m. Reading

Room at above address, open: Tuesday

and Friday, 10 a.m. to 12 noon.

Monday and Thursday, 5 to 7

p.m. The Public is cordially

invited to attend the services

and visit the Reading Room.

THE NORWEGIAN AFRICA AND AUSTRALIA LINE.

M.S. "TENERIFFA"

The above vessel having arrived

from Norway via Ports on 16th April

consignees of cargo are hereby notified

that all goods are being landed

at their risk into the non-hazardous

hazardous and/or extra hazardous

Godowns of the Hongkong and Kowloon

Wharf and Godown Co., Ltd.,

whence and/or from the wharves de-

livery may be obtained. Goods not

cleared by the 4th July, will be

subject to rent.

All broken, chafed and damaged

packages are to be left in the Godown,

where they will be examined on the

4th July, at 10 a.m. No claims will

be admitted unless notified and/or

application for survey made in writing

within seven days after landing

of the goods, or in any case before

the goods are taken delivery of.

Claims will not be recoverable unless

complete accounts are sent in within

fourteen days of final discharge of

vessel.

No fire insurance will be effected

by us in any case whatever.

Bills of Lading will be countersigned

by,

THORESEN & CO., LTD.,

Agents,

Hongkong June 28, 1927.

LAMMERT'S AUCTIONS**PUBLIC AUCTION.**

The Undersigned have received instructions to sell by Public Auction

on **TUESDAY,**

the 5th July, 1927,

commencing at 2.30 p.m.

at their Sales Room, Duddell Street.

A Quantity of Valuable Household Furniture.

comprising:—

Teak Hatstand, Bookcase, Glass Cabinet, Desks, Carpets, Rugs, Pictures, Oil Paintings, Couch and Armchairs, etc., etc.

Teak Dining Tables, Dining Chairs, Teak Sideboards with Bevelled Mirrors, Dinner Waggons, Ice Chests, Dinner Service, Fine Cutglass Ware, Kitchen Utensils, etc., etc.

Teak Bedsteads with Mattresses, Camphorwood Chest of Drawers, Teak Dressing Tables with Bevelled Mirror, Teak Wardrobes with and without Mirror, Teak Chamber Stands, Tile and Marble Top Washstands, Baby Cots, etc., etc.

also

A Quantity of Blackwood Ware.

including

Curios Cabinets, Curio Stands, Hatstand, Jardinieres, Marble Top Stools, Marble Top Table, Music Cabinets, Chairs, Table Screen with Old Chinese Painting, etc., etc.

and

One Victrola.

Four Gramophones.

Catalogues will be issued.

On View from Monday, the 4th.

July, 1927.

Terms:—Cash on Delivery.

LAMMERT BROS.,

Auctioneers.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

on **WEDNESDAY,**

the 6th July, 1927,

commencing at 2.45 p.m.

at No. 178, Kowloon Tong.

A Quantity of Valuable Household Furniture.

Catalogues will be issued.

On View from Tuesday, the 5th

July, 1927.

Terms:—Cash on Delivery.

LAMMERT BROS.,

Auctioneers.

CHINA AUCTION ROOMS.

4, Duddell Street.
If you have anything you would like to sell, exchange or advertise send it to the **CHINA AUCTION ROOM.**

E. V. M. R. de SOUSA.

WOMEN OF REFINEMENT.

prefer the beauty arising from perfect health to that obtained by artificial means. Pinkettes are beauty's most natural aid, for they ensure daily regularity, clear the

Pinkettes

skin of pimples and blotches, cure in a night sick headaches, bilious attacks and offensive breath. Of chemists, or post-free, 60 cents the vial, from Dr. Williams' Medicine Co., 60 Kiangsi Road, Shanghai.

PINKETTES KEEP YOU WELL.

HONGKONG TIDE TABLE.

From 4th to 10th July, 1927.

High Water. Low Water.

Day. Time. Height. Day. Time. Height.

Mon. 4. 11. 14. 1. 1. 1. 1. 1. 1.

Tue. 5. 12. 15. 2. 2. 2. 2. 2. 2.

Wed. 6. 1. 16. 3. 3. 3. 3. 3. 3.

Thurs. 7. 2. 17. 4. 4. 4. 4. 4. 4.

Friday 8. 3. 18. 5. 5. 5. 5. 5. 5.

Satur. 9. 4. 19. 6. 6. 6. 6. 6. 6.

Sund. 10. 5. 20. 7. 7. 7. 7. 7. 7.

Mon. 11. 6. 21. 8. 8. 8. 8. 8. 8.

Tue. 12. 7. 22. 9. 9. 9. 9. 9. 9.

Wed. 13. 8. 23. 10. 10. 10. 10. 10. 10.

Thurs. 14. 9. 24. 11. 11. 11. 11. 11. 11.

Friday 15. 10. 25. 12. 12. 12. 12. 12. 12.

Satur. 16. 11. 26. 1. 1. 1. 1. 1. 1.

Sund. 17. 12. 27. 2. 2. 2. 2. 2. 2.

Mon. 18. 1. 28. 3. 3. 3. 3. 3. 3.

Tue. 19. 2. 29. 4. 4. 4. 4. 4. 4.

Wed. 20. 3. 30. 5. 5. 5. 5. 5. 5.

Thurs. 21. 4. 31. 6. 6. 6. 6. 6. 6.

Friday 22. 5. 32. 7. 7. 7. 7. 7. 7.

Satur. 23. 6. 33. 8. 8. 8. 8. 8. 8.

Sund. 24. 7. 34. 9. 9. 9. 9. 9. 9.

Mon. 25. 8. 35. 10. 10. 10. 10. 10. 10.

Tue. 26. 9. 36. 11. 11. 11. 11. 11. 11.

Wed. 27. 10. 37. 12. 12. 12. 12. 12. 12.

Thurs. 28. 11. 38. 1. 1. 1. 1. 1. 1.

Friday 29. 12. 39. 2. 2. 2. 2. 2. 2.

Satur. 30. 1. 40. 3. 3. 3. 3. 3. 3.

Sund. 31. 2. 41. 4. 4. 4. 4. 4. 4.

DICTATOR CHANG.**SHANTUNG WELCOMES APPOINTMENT.****DEPRESSION AT TSINANFU.**

Tsinanfu, June 20.

In Tsinanfu to-day, shops and public buildings are flying the rainbow flag to celebrate Chang Tso-lin's promotion to the position of Commander-in-Chief of the Northern Army and Naval Forces.

This Province can claim all the four Northern leaders, for the new Premier, Pan Fu, is a native of Shantung, as is Marshal Chang Tsung-chang and Marshal Sun Chuan-fang.

The local Chinese Press gives prominence to the mandate from Peking announcing the Generalissimo's new dignity. In it he states his reasons for taking full control of all that the Ankuochun possesses.

His aim is fourfold. First he will seek to promote the People's Welfare. Secondly he will assist in developing the People's Virtue. Thirdly he will rectify internal disorders, and put internal government on a proper basis, and lastly he will bring about peace with Foreign Governments.

This early morning saw the return by special express of our Provincial Governor. Before dawn a fleet of motor cars waited at the railway station here to welcome him home.

Depreciation of Notes.

Things are fairly quiet in Tsinanfu. At present the only trouble is financial. Chang Tsung-chang's provincial bank-notes are worth about 60 cents to the dollar, in spite of drastic efforts to keep them up to par. The military notes are down to about 20 cents.

The doors of the Shantung Provincial Bank are only open for a short time each day, for the changing of these notes into copper or silver currency. Two days a week men are allowed to change up to \$10 each, if they can get within reach of the counter. The women have two days allotted to them, and on their days there have been a few casualties in the battle for front places. The remaining two days are given over to soldiers in uniform.

Trade is at a standstill, for no banks are allowed to issue any other notes but the provincial bank-notes.

Threatened Food Shortage.

A shortage of food supplies is threatened, for the farmers are abstaining from bringing in their newly threshed wheat, knowing that they will be paid for it in heavily depreciated currency. As a result two of the four large flour-mills have closed down owing to lack of supplies, and the other two mills are running on short time. The wheat harvest this year has been above the average, and wheat in the country district is selling for less than half the price that it costs in the city.

The Southern forces sitting astride the Tientsin-Pukow line are still on the southern border of Shantung and do not evince any desire to come further north.

Marshal Sun Chuan-fang's troops in their coastwise northward retreat have reached the Tsinanfu line. According to the Chinese newspapers these troops are in force in all the main stations on the Shantung Railway from Tsinanfu to Tsinchowfu, which is more than two-thirds of the whole line. We are not informed where the troops are that have compelled this retreat.

Marshal Sun's military academy has been moved to Tsinan, and the students are creating a favourable

impression as they walk about the streets.

No Japanese Troops.

The shops of Japanese merchants are open as usual. There is no sign of the arrival of troops from their native land. The great majority of the Chinese here hope matters will not be complicated by the coming inland of these troops.

Meanwhile all classes silently wait for a long delayed deliverance from militarism. A careful estimate of military loans and taxes imposed on the province during the last 30 months, gives a total of \$250,000,000 (say \$25,000,000 sterling). This is in addition to the ordinary land taxes which are all being collected at an enhanced rate!—N. C. D. News Correspondent.

Correspondent.

Correspondent.

Correspondent.

Correspondent.

Correspondent.

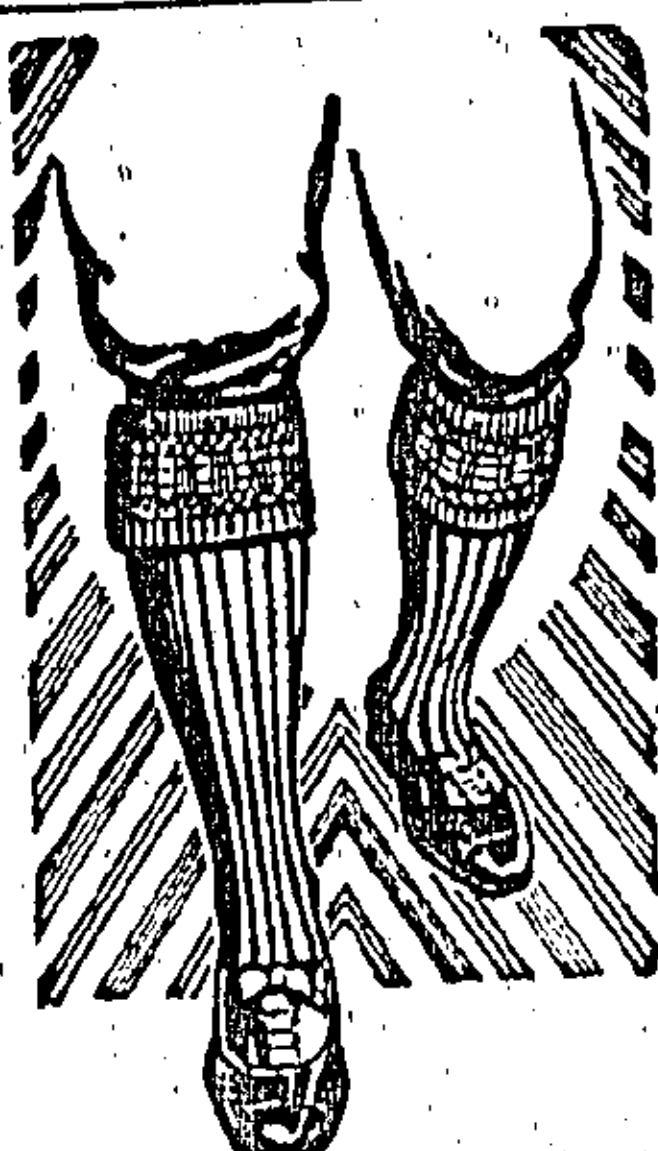
Correspondent.

Correspondent.

Correspondent.

WHITEAWAYS

THE LEADING STORE OF THE ORIENT
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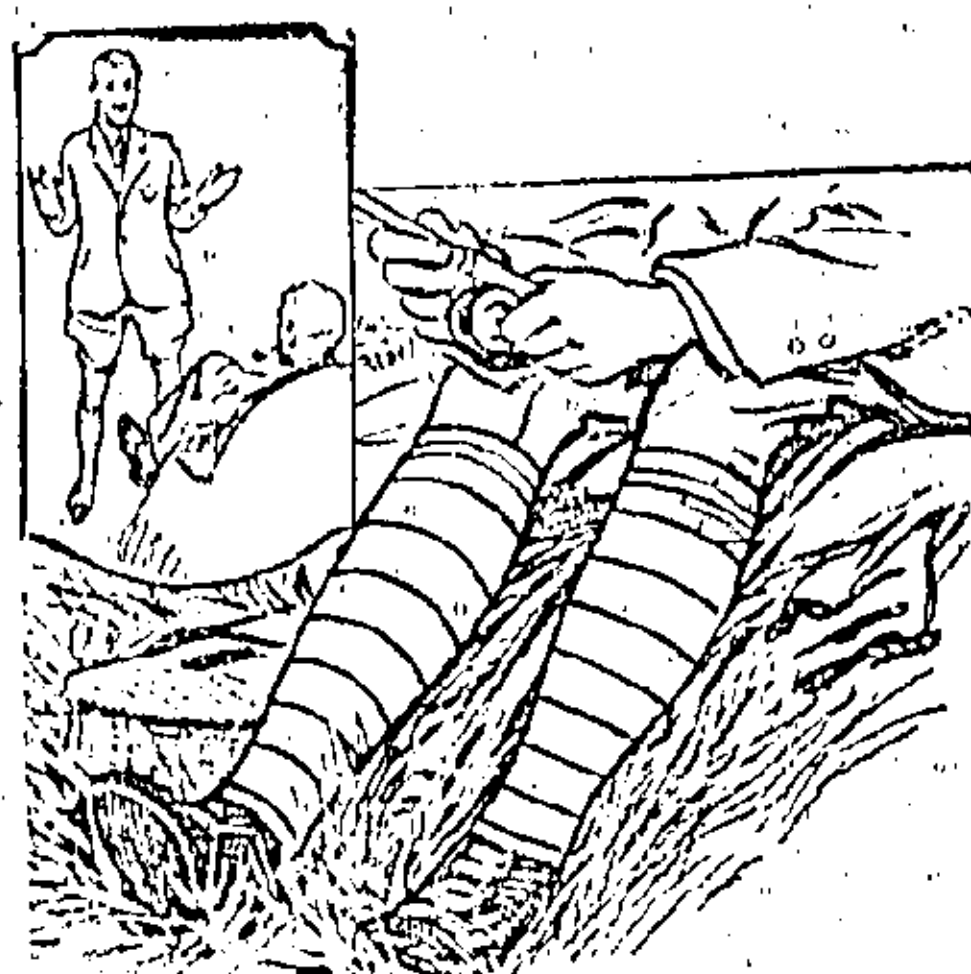
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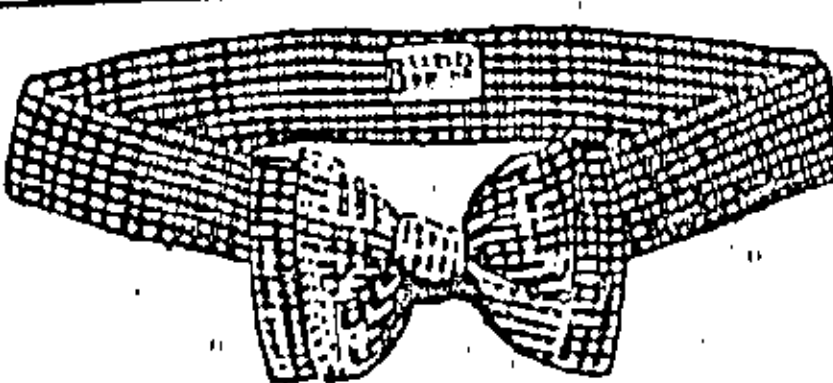
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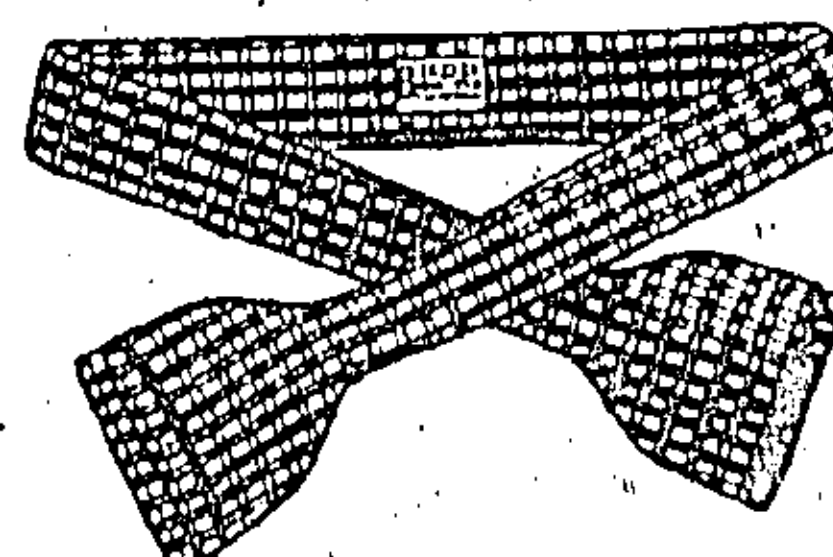
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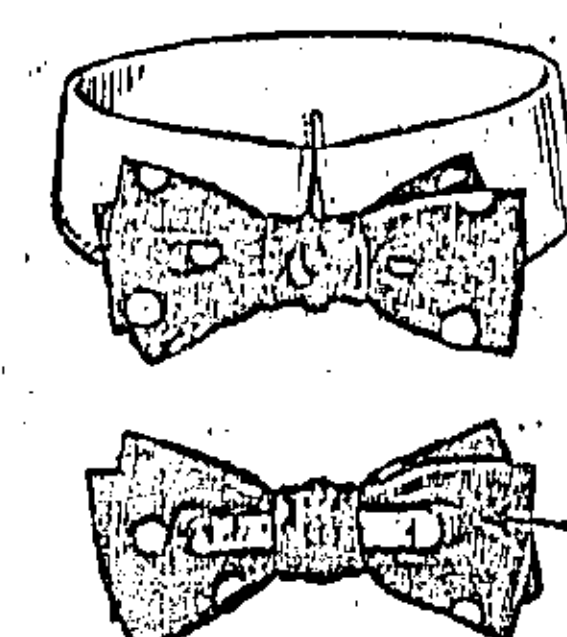
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WHY NOT "BOOST" OUR GOODS?

The world is allowed to know everything about the dearth of British goods, but it is not made properly acquainted with the quality of our products, writers E. T. Good in a Home paper.

In advertising, in propaganda, and in salesmanship we are not 100 per cent. efficient. News frequently leaks out about the inferiority of foreign steel, for instance, but as little is made of this in the news and advertising columns of our home and colonial papers as of the proved superiority of British steel.

Even our own municipal authorities, railway managers, and others who buy steel, steel products and steel engines, do not have their attention properly directed to the high qualities of British material. British furnace and rolling mill practice, and British engineering finish. The recent foreign steel rail and foreign locomotive failures in South Africa are nothing fresh, though striking enough.

It has been known for a long time, but not widely published, that rails of foreign manufacture were cracking and splitting with serious frequency. Still the South African railway authorities have continued to buy foreign steel, steel rails, and other products, and foreign locomotives and steel wagons.

Out of a recent consignment of 12,640 steel rails from a Continental country 3,355 have had to be rejected. Out of 23 locomotives purchased from America, only a few months ago, 13 are already out of action and five others are under suspicion.

Serious Faults.

Shortly after the war South Africa bought 80 American engines. Forty revealed defects immediately they were put in commission, and thirty more proved faulty within a year.

Nevertheless, South Africa has suffered a second and even a third foreign locomotive scandal rather than buy British engines, and within the last nine or ten months 20 engines have been obtained from Germany, 23 more from the United States. 500 steel wagons from the States, and hundreds of pounds' worth of rails from Germany and Belgium.

The management of the railways of Japan pronounced strongly in favour of British and against foreign steel rails between two and three years ago; but what have British manufacturers done to advertise the fact?

A few years before the war Italy bought between 20 and 30 American locomotives and an equal number of British locomotives. The last of the American engines was on the scrap-heap before any one of the British engines required repairs. What did British engineering firms do in the way of advertising that fact?

Here is an interesting item of news I have found tucked away in a small and unostentatious paragraph in a trade journal:—

An inspecting engineer, Mr. C. W. Gennet, jun., in an address to the New England (United States) Railway Club, announced that one American railway company, noted for the excellence of its road-bed and track, had an average of more than seven rail failures per day. In twelve months they had 2700 broken or otherwise failed rails on only 4716 miles of track.

There were 586 "transverse fissures," recognised as the "most dangerous kind of failures."

The number of derailments and loss of life on American railways and other railways laid with American steel rails is not less than appalling compared with the conditions on railways laid with British rails.

It is the same with steel axles, locomotive engines, &c. The accidents on Continental railways are vastly more numerous than on our railways. The reasons are not far to seek.

To begin with, foreign steel is made of materials and by a process long since discarded by British steel rail makers as unsuitable. Naturally, our steel is the more costly, in the first instance; but in the long run it is vastly more economical than the foreign stuff.

It may almost be said that foreign steel rails, axles, engines, and machines are murderous, whilst the British goods are 99.999 per cent. safe.

After the steel come the rolling-mill methods. The very biggest foreign steel works, including those of the United States Steel Trust—and we may be sure the lesser ones are no better—have nothing more than a standard ingot discard of 10 per cent. before the steel is rolled down.

In many cases this is nothing near enough to get the sand and the "pipe" out of the ingot. Thus a considerable percentage of the finished rails—and other steel shapes for that matter—goes out of the mills with fissures, cavities, &c. Frequent rail failures and accidents, with loss of life, are the inevitable results.

Too Modest.

Again, as regards American material, there has been a steady and

ARREST DUE TO A RAT.

REAL-LIFE DETECTIVE STORIES.

A button, a soft felt hat, a trick of writing, a small piece of wire have all figured as clues which have brought criminals to justice, according to Mr. Francis Carlin, a former superintendent at Scotland Yard, whose recollections of his career as a detective are published to-day ("Reminiscences by an ex-Detective." Hutchinson.)

Descriptions circulated in the Press have frequently resulted in the arrest of law-breakers. The movements of a rat led to putting into the dock a gang of four men who had committed a daring jewel robbery at the Berkeley Hotel, Piccadilly, W.

It was typical of the trivial incidents which have thrown light on apparently baffling crimes. In pursuit of the rat a waiter lifted the top from a radiator and discovered a number of stolen coins. They were marked and replaced, and the spot was watched until the thief came to retrieve his spoil.

Among the notorious crimes in which Mr. Carlin was engaged were the Eltham Common murder, the Brixton taxicab murder, and the murder of Eric Tombe. The methods by which these and many other mysteries were solved are described in detail. These narratives are as thrilling as any detective story; the sleuth of real life is in many cases a great deal more ingenious, and considerably more expeditious, than the detective of fiction.

Value of Records.

The book throws a flood of light on the inner working at Scotland Yard and the extraordinary value of its Criminal Records Office.

At Scotland Yard, in addition to the finger-print, photographic, and anthropometric sections of the registry, there are kept volumes on the classification of crimes.

On consulting one of these books I may find that John Smith is given to committing his burglaries between the hours of 2 a.m. and 4 a.m.; that he specialises in jewelery, and leaves silver plate alone, and that he leaves the place as tidy as when he entered. Bill Jones, on the other hand, breaks in through a ground-floor window by filing bars and using a jemmy; he goes for solid silver, very heavy, and when he has finished the rooms look as if there had been an earthquake.

The detective at once relates the crime he is investigating to recorded examples of technique, and often finds a clue to the perpetrator.

Murder is an entirely different matter. Not once in a hundred times do Scotland Yard's files provide a clue.

Mr. Carlin has a low opinion of criminal intelligence.

The criminal may be clever. I am not, I hope, splitting hairs in terms if I point out that intelligence pre-supposes reasoning power and understanding. It is in those two qualities that most criminals are deficient.

The master criminal class forms a very small proportion of the underworld. For the average wrong-doer crime as a business is one of the worst paying professions on earth. The percentage of men and women, in Mr. Carlin's opinion, who are making even a living income out of crime is infinitely smaller than in honest walks of life.

persistent deterioration in the quality of the pig-iron of which the steel is made over a long series of years.

This is well known to experts in the industry, and it was openly admitted in the *New York Journal of Commerce* a few months ago. There has been no deterioration in British pig-iron or steel or steel works practice. Why not advertise and propagate the facts—and get more trade for British industry?

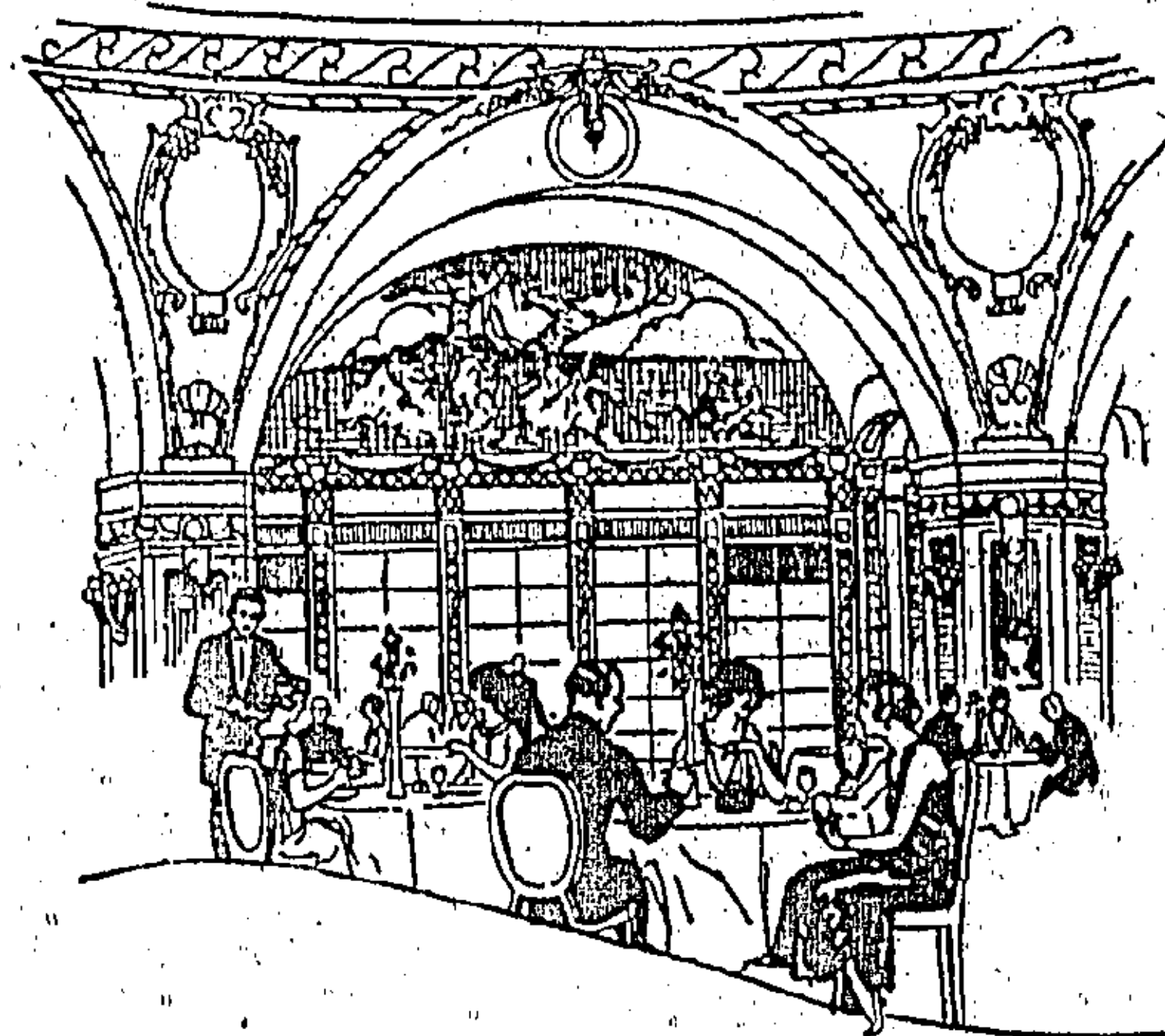
Recently we had the statement by one of the greatest men in the shipping world, Mr. Runciman, that only on the one occasion that his firm had taken a Continental steel casting for a ship, without strict stipulation and inspection, had they got a failure.

Take automobile steel. It stands recorded that the record-breaking feat at Pendine recently "was only made possible" by using British alloy steels for the "frames, gears, axles, shafts, &c." That is on the authority of Capt. Malcolm Campbell himself. Still more recently, the great achievement of Major H. D. O. Segrave at Daytona Beach, was made in a car all the vital parts of which were made in Britain.

If any foreign nation had half the records we have in steel and engineering quality and durability and reliability, the facts would be shouted from the house-tops all the way from China to Peru.

Apparently many British manufacturers are too much occupied complaining about their troubles and playing golf to bother about advertising, trade propaganda, and business-getting. Even catalogues are sent to foreign countries (when they are sent) in English terms.

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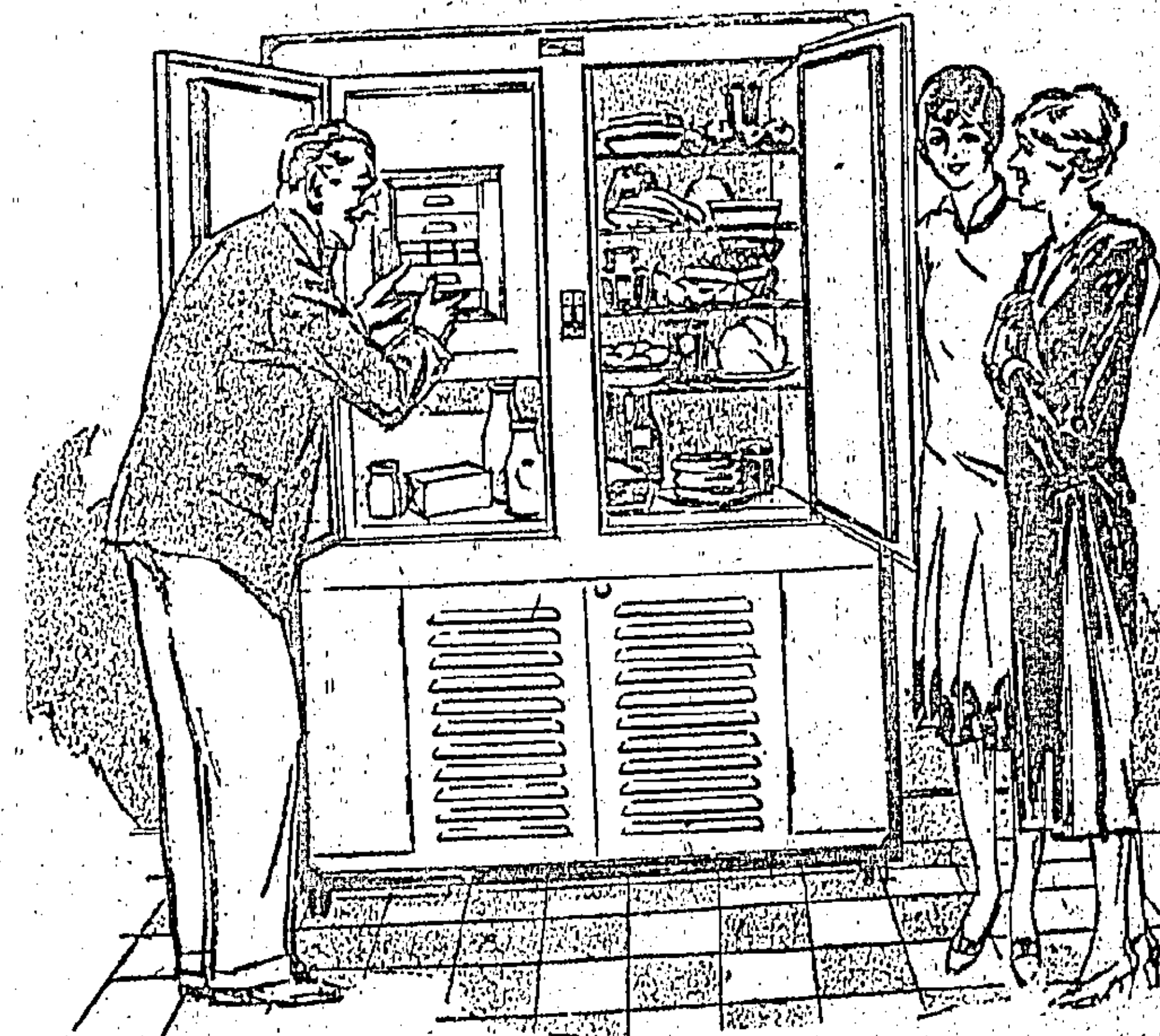
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PRINCE PLAYS A SCHOOLBOY.

BEATEN BY COLLEGE
CHAMPION.

Going to Bristol on June 2 to open the new science school at Clifton College, the Prince of Wales changed after the ceremony into a sweater and grey flannel shorts and played a strenuous game of squash racquets.

His opponent was J. H. Walters, aged 18, racquets champion of the college, and the match took place in the new courts which the Prince opened.

For nearly an hour the Prince battled with his skilful opponent, but the latter's much longer reach enabled him to win after a very hard fight by 5 games to 1.

The match was watched from the gallery by members of the college staff and a throng of visitors. After the first game the Prince began to feel the heat. "By Jove! isn't it hot!" he exclaimed as he leapt once more to take the ball. His stroke was so powerful that the ball finished in the gallery.

"Out of court, sir," cried the umpire, Mr. B. Barnes, the college coach. "Sorry," the Prince returned, and again jumped to the attack.

"I'm Getting Too Old."

Presently he missed a likely shot. "Oh, I'm getting too old," he groaned, with a show of mock despair. "Not a bit of it, sir," declared his opponent, who, expert player though he is, was kept continually on the run by the Prince.

By the end of the second game the Prince was streaming with perspiration, but he refused to rest. He was quick to applaud Walter's fine strokes. "Oh, well played," he shouted again and again.

Once when he just missed making a point which seemed to be certain the Prince shook his racquet at himself and laughingly called out, "Oh, I'm tempted to say a lot of things! I must be off the game to-day. I can't focus at all."

He exhibited only one mannerism in his play—that of knocking his racquet on the walls before making a stroke.

"You played a very fine game," he said when, at the end, he shook hands with Walters. "And, I say," he added, while the perspiration dropped from his face, "wasn't it jolly hot?" They both went to the college baths for a cooling dip.

"The Prince was amazingly agile," Walters said, "and kept me on the hop the whole time." Mr. Barnes, the umpire, said: "The Prince has improved wonderfully in his play since I last saw him about five years ago. He is extremely quick."

FRENCH NOVEL IN A NUTSHELL.

TANGLE OF "ETERNAL
TRIANGLES."

Paris, May 26.—A villa at Nice was the scene of an amazing tragedy yesterday, when a mother, endeavouring to save her daughter's honour, was shot dead by the girl's suitor. The latter committed suicide.

The criminal, named Paul Andrau, was one of the chiefs of the editorial staff of the "Petit Nicaise," an important Nice newspaper.

M. Andrau, a married man, made the acquaintance two years ago of the daughter of a well-to-do family of Nice named Germaine Bonifay, aged 17. A child was born a few months ago.

Went Away.

Andrau, who was at the time having an affair with another woman, contemplated divorce proceedings against his wife in order to be able to marry Mlle. Bonifay, but this apparently did not go as Andrau wished, and, with the idea of abandoning his young sweetheart, he called yesterday at her mother's villa.

As Mme. Bonifay appeared at a window Andrau, producing a revolver, threatened to kill her if she did not sign a document stating he was not the father of her daughter's child.

When the woman refused and called for help, the infuriated man fired two shots at her. She fell dead with a bullet in her head.

Father Intervenes.

Meanwhile Mr. Bonifay, the girl's father, appeared on the scene armed with a revolver. He fired two shots at Andrau, but missed him, whereupon Andrau rushed into the house looking for M. Bonifay.

He found him on the first floor of the villa and fired a few shots at him.

The father, who was not hit by any of the bullets, threw himself from a second-floor window into the garden. By an extraordinary chance he was not injured.

Having discovered that M. Bonifay had escaped, Andrau shot himself in the head and expired a few minutes later.

WHITE BREAD DANGER.

PROBABLE CAUSE OF
RHEUMATISM.

That rheumatism and rheumatoid arthritis are the result of deficiencies in white bread and other modern foods is suggested by researches carried out by Dr. M. J. Rowlands and described by him in a paper read last month to a private meeting of medical men in London. His paper is reported below by a special medical correspondent, who writes:

B vitamin is the vital element contained in such foods as wholemeal flour, whole cereals, yeast, extract, and its complete absence from the diet leads to the disease known as beri-beri.

Dr. Rowlands noticed that among his farm stock a number of animals suffered from diseases which could not be explained, and that when they were fed on foods rich in B vitamin an enormous improvement in their general health took place. Those which had suffered from stiffness, rheumatism, and cramp, on feeding with a high B vitamin diet soon recovered and became absolutely free from rheumatism.

He then began to experiment on pigs, which are particularly susceptible to rheumatic affections. The B vitamin he used in this case was "detoxicated wheat embryo." When these animals were shown at Smithfield Fat Stock Show they took four first prizes and the cup.

The Vital Vitamin.

The lecturer then began to experiment with tame rats, because their anatomy and physiology are very similar to that of a human being. The rats were fed on white bread, butter, and casein (the essential content of cheese), and within a short time began to show signs of a B-vitamin deficiency in their diet, some dying if it was persisted in for as long as five weeks.

On the addition of "detoxicated wheat embryo"—i.e., the germ of the wheat treated in a special way to remove the poisonous effect which it has if given untreated—the animals revived wonderfully.

When living microbes were given by the mouth to rats fed on a diet deficient in B vitamin, the microbes entered the substance of the bowel, whereas when given to rats fed on a similar diet to which "detoxicated wheat embryo" had been added, no living organisms could find their way into the healthy tissues.

When these facts were applied to such diseases in human beings as rheumatism and rheumatoid arthritis the same conditions applied, and in the writer's opinion the findings go a long way to prove, if not conclusively, that rheumatoid arthritis, so rapidly on the increase recently, is due, like a large number of other diseases of civilisation, to "deficiency of B vitamin in the natural diet."

WAR GRANARIES OF PERSIANS.

GRAIN FOR 100,000 MEN FOR
THREE MONTHS.

Notable discoveries throwing important light on the history of ancient Egypt were described at University College, Gower-street, recently by Professor Sir W. M. Flinders Petrie, the great archaeologist.

Sir Flinders has just returned from the annual expedition of the British School of Archaeology to Palestine, "Egypt over the border," and among discoveries he described were:

Huge granaries, nearly 2,500 years old, capable of storing grain to feed 100,000 men for three months.

Gold earrings that may have been worn by the Ishmaelites.

Games board of the B.C. period similar to a cribbage board.

Table service, nearly 3,000 years old, which probably belonged to an Assyrian Governor.

Lady Petrie in Desert.

These finds were made by Sir Flinders on the site of the ancient city of Gerar, about nine miles south of Gaza.

On the expedition Lady Petrie accompanied her husband, who is 73, and shared with him the discomfort of life on the edge of the desert.

She kept all the accounts, and acted as paymaster for 380 native assistants.

Sir Flinders said that the "huge circular granaries" he found had a capacity of about 800 tons each.

As they belonged to the fifth century, it was probable that Gerar was the base for the Persian armies then holding Egypt, and that the granaries supplied them with food.

"The largest iron tools we have ever found in Palestine" was another discovery mentioned by Sir Flinders. They belonged to the period 1100 B.C. and included picks weighing 7lb. and large hoes and plough irons.

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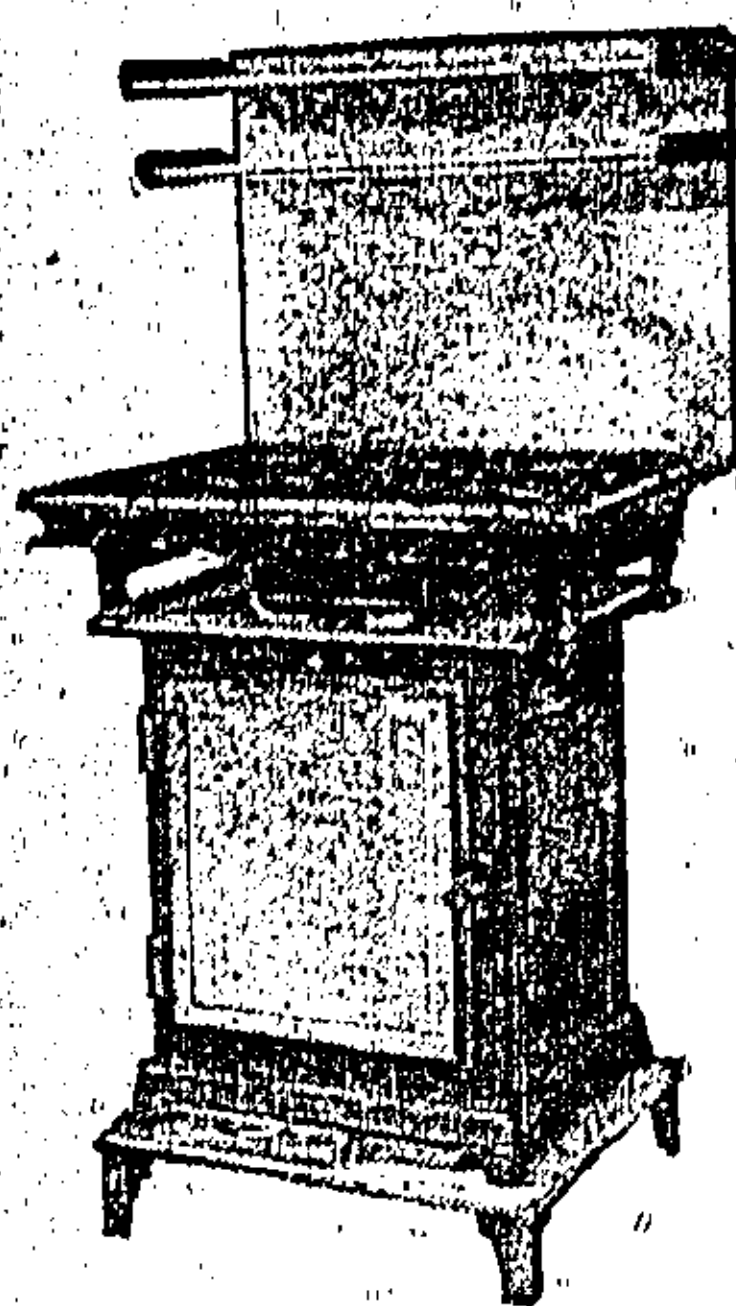
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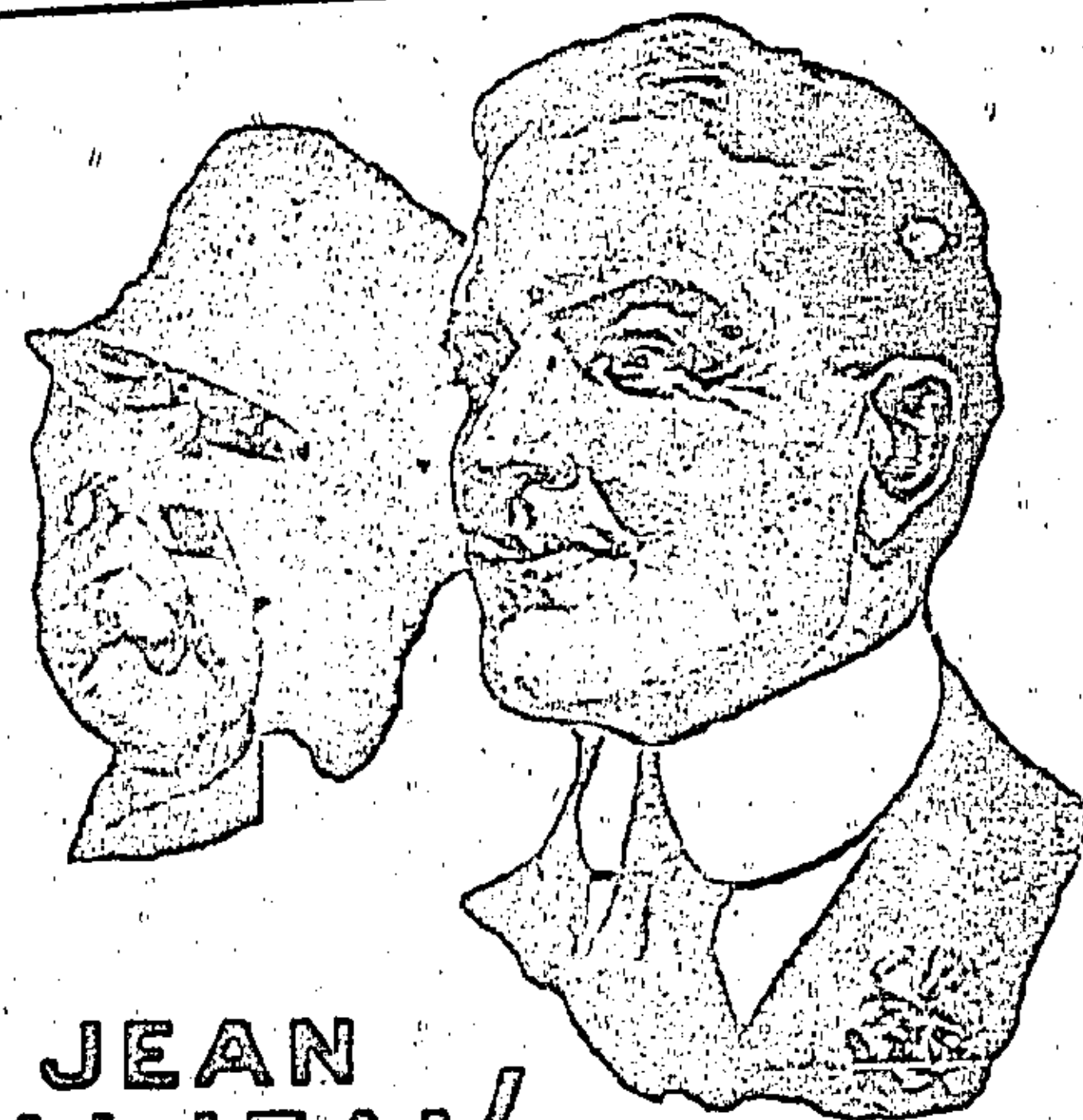
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CHINESE BAMBOO SHOOTS.

GAINING PLACE ON FOREIGN
TABLES.

That bamboo shoots are gaining in popularity as a table delicacy on foreign markets is indicated by the export figures recorded in the Customs returns during the past few years, says the *Chinese Economic Bulletin*. America seems to be one of the largest consumers of Chinese bamboo shoots, of which 1,023 piculs, valued at Tls. 7,167, were exported in 1925. In the same year, 2,314 piculs, valued at Tls. 21,725, were exported to Hongkong, 129 piculs, valued at Tls. 1,220, to Japan and Formosa, and 123 piculs, valued at Tls. 3,565, to Korea. But 1925 was not a good year for the export trade as a whole, with the May 30 incident at Shanghai causing a general slump on the market. In the previous years, the total bamboo export figures to foreign markets were 7,647 piculs, valued at Tls. 69,108 for 1924 and 5,595 piculs, valued at Tls. 41,044 for 1923.

Bamboo groves are found all over the country south of the Yangtze River, but Fukien province ranks first among the bamboo producing provinces. The districts in the upper reaches of the Min River formerly under the jurisdiction of the Kienning prefecture and the coastal regions near Chuanchow are particularly noted bamboo producing centres. The bulk of bamboo shoots produced in Fukien province is exported through Foochow. In 1923, 66,619 piculs, valued at Tls. 544,187; in 1924, 107,116 piculs, valued at Tls. 1,117,690; and in 1925, 63,391 piculs, valued at Tls. 685,031 were exported. Chekiang ranks second as a bamboo producing province, the producing zone lying in the hill districts, in the north-western part of the province, including Huchow and Hangchow. The bulk of Chekiang's bamboo shoots seek an outside market through Ningpo, where the export figures recorded during the same period were 16,744 piculs, valued at Tls. 23,797 in 1923; 21,334 piculs, valued at Tls. 36,932 in 1924; and 14,632 piculs, valued at Tls. 24,496 in 1925. Szechwan occupies the third place as a bamboo producing province, with Chungking, as the outlet for its bamboo shoot export, of which the figures for the corresponding three years were 8,869 piculs, valued at Tls. 106,551, 7,671 piculs, valued at Tls. 108,228 and 6,276 piculs, valued at Tls. 114,319 respectively. Next in importance as bamboo shoot exporting ports are Canton and Changsha, of which the average yearly export figure always exceeds the 2,000 picul mark. The bulk of the shoots exported is of course consumed on the home market, destined chiefly to the populous centres in the Yangtze valley.

Two Classes.

On the market, bamboo shoots are divided into two distinct classes—the winter crop and the spring crop, the former being by far the more highly prized on account of its tenderness. The winter crop is gathered in November, December, and January, when the shoot is a mere bud, beneath the surface of the earth. It is discovered by either examining the cracks on the surface of the earth or by feeling the ground with bare feet, the farmers being highly skillful in using their toes to locate the point of a shoot not quite gathered in. The spring crop gathered in April or May is much larger in quantity but fetches a much lower price. These spring shoots have already grown about a few inches above the ground and become more fibrous than the winter crop. The excessive development of fibre is due chiefly to exposure of the shoot to light. As long as the shoot remains beneath the succulent. For this reason, the farmers sometimes use a wooden bucket or pile up a small mound of earth to cover a shoot just growing above the ground.

Scores of species of bamboo have been recorded by European scientists in this country. Among these the commonest kind is the *Phyllostachys pubescens*, known popularly as *mao chu*. The bulk of the shoots for export are of the *mao chu* kind. Other common species are the *huang lei chu*, which yields shoots with a greenish tinge, popularly known as "vegetable shoots," and "chicken bamboo" whose shoots are known as "chicken shoot." The shoots of the latter two species are consumed mostly on the local market in a fresh state.

THE REAL 'FLU GERM?'

SICK DOCTOR'S DISCOVERY
IN HIS OWN BLOOD.

Another microbe has become suspect as the cause of influenza. It is of the kind known as a "streptococcus."

Dr. David Thompson and Dr. Robert Thompson, of St. Paul's Hospital, London, have been studying for 18 months an organism which was found in rather unusual circumstances.

One of the investigators (reports the *Lancet*) had a sudden severe attack of flu, and in the blood which he drew from a vein he searched for the special microbe which has been suggested as the 'flu germ.

Instead, this new streptococcus appeared. Compared with all the other varieties of this organism, its was found to be different. For two years the investigators had been keeping a microphotographic record of this group of microbes, and 100 varieties had been carefully studied. Seven photos of each sort were taken—700 in all.

Simultaneously Dr. Warren Crowe had specialised in streptococci, recording their appearance by reflected light. He says that over 100 different varieties exist on the mucous surface of the body, and as many as ten or more varieties may be found on one individual.

But the new streptococcus did not coincide with any of the others. It was found to have the quality of bleaching the medium on which it is grown.

It was suspected that this mysterious microbe might, indeed, be the real 'flu germ at last. Colonies of streptococci which bled the blood were picked off and investigated. The doctor from whose blood the germ was cultivated had another mild attack of 'flu two months later, and the same germ was found again.

Some months hence a further investigation is to be made to see if this organism is still present. Neither investigator claims to have found the 'flu germ yet, but they encourage further researches.

luchys pubescens, known popularly as *mao chu*. The bulk of the shoots for export are of the *mao chu* kind. Other common species are the *huang lei chu*, which yields shoots with a greenish tinge, popularly known as "vegetable shoots," and "chicken bamboo" whose shoots are known as "chicken shoot." The shoots of the latter two species are consumed mostly on the local market in a fresh state.

Almost all the bamboo shoots for export are either dried or pickled. The canning of fresh bamboo shoots for export has recently been started. Ningpo is a centre of the bamboo shoot canning industry. Shoots for export are first boiled in salt water and then dried in the sun. One way of drying bamboo shoots is to strip off the sheathing leaves, leaving only the brittle succulent parts. These are boiled with water, then suspended from rafters in a closed chamber, where they are dried over steady burning fires.

The market price for fresh shoots fluctuates to a considerable extent according to the season and the supply and demand. The prices of the dried or pickled shoots are, however, more or less constant. Commercially, dried or pickled bamboo shoots are classified into over 30 kinds, each having a particular name. To mention but a few there are the *ta pien* sold at Tls. 30.80 picul, wholesale on the Shanghai market, the *er pien*, at Tls. 29.40 a picul, the *shang chung*, at Tls. 28 a picul, the *er cho tien*, at Tls. 29.60 a picul, etc. These are of the more costly kind. The cheaper varieties are the "red shoot" sold at Tls. 11 a picul and the *ta lao tou*, at about the same price. There are eight leading dried bamboo shoot dealers in Shanghai, all having their premises in the Chinese City, and one Japanese firm, in the International Settlement.

NAZIMOVA FOR LONDON.

A NEW VOICE AND ACCENT.

London playgoers in a few days' time are to hear a Nazimova voice and accent which are quite different from those which greeted them when the eminent Russian actress first emerged from Russia 22 years ago, says a Home writer in mail week.

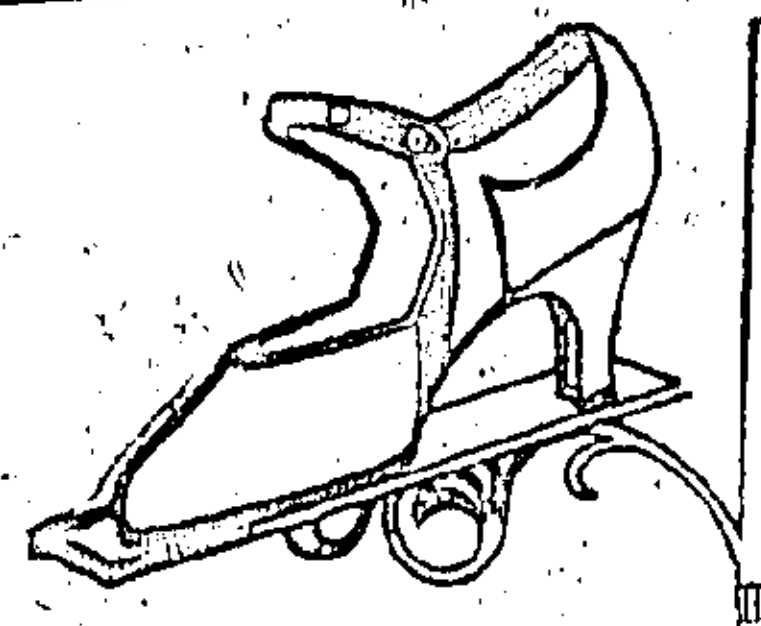
When at the age of 25 she first appeared in London she spoke only Russian. She is now to return to London for a four-weeks engagement, beginning on May 30, in an intensely emotional sketch by Edgar Allan Woolfe called "A Woman of the Earth," with which she has beguiled New York music-hall audiences throughout the past winter.

There is an anecdote that when she boarded her first ship at Liverpool for the United States she knew only one English word—"seasick." Once aboard, she tells me, she soon learned another word. "I was informed by a waggish ship's officer," she says, "that 'more' meant 'that is all.' And she recalls with merriment the distraction of the harassed porter at the dock as she kept saying "more."

When she came here her New York admirers arranged for eight matinees of Isben drama, believing that the Isben contingent here would be satisfied with that, especially as only Russian was then spoken by her. But so enthusiastic were her audiences that the engagement lasted two years.

Mme. Nazimova at 47 is the same earnest worker as she was at 25 when London first saw her. She never goes out to a dinner, a dance, or a party. "It means," she says, "twenty minutes of giving everything you have." She clenches her shapely hands and adds: "Then you have to spend four hours recovering and prepare for your evening performance."

In her cinema work Mme. Nazimova has had a very prosperous career. One experience she had in a Broadway music-hall still constitutes a record for compensation in that field. She had contracted to play "The Unknown Lady," a divorce sketch, for five weeks for \$3,000. After two performances and a vigorous protest from the Catholic Writers' Guild the sketch was taken from the bill. Nazimova was paid her full \$3,000 for the two performances.

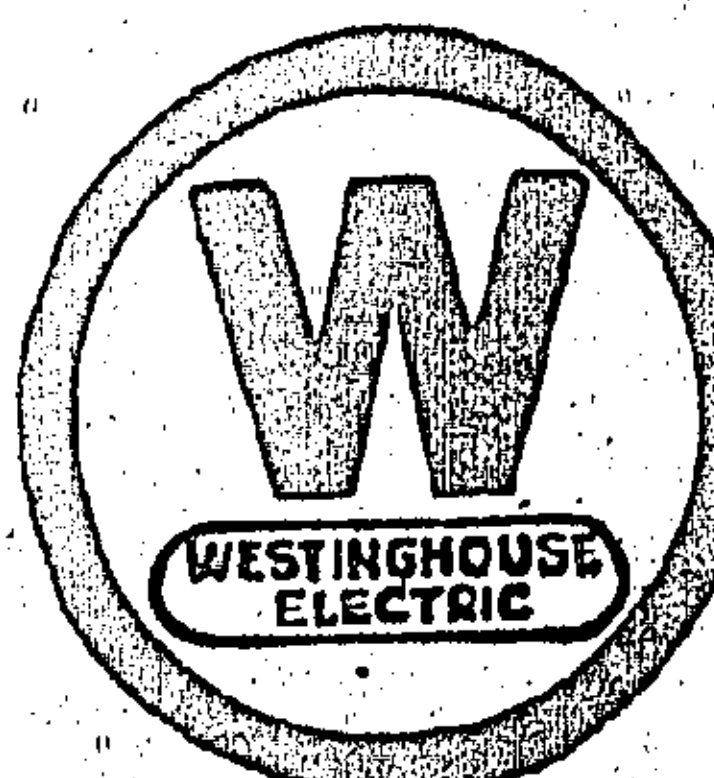


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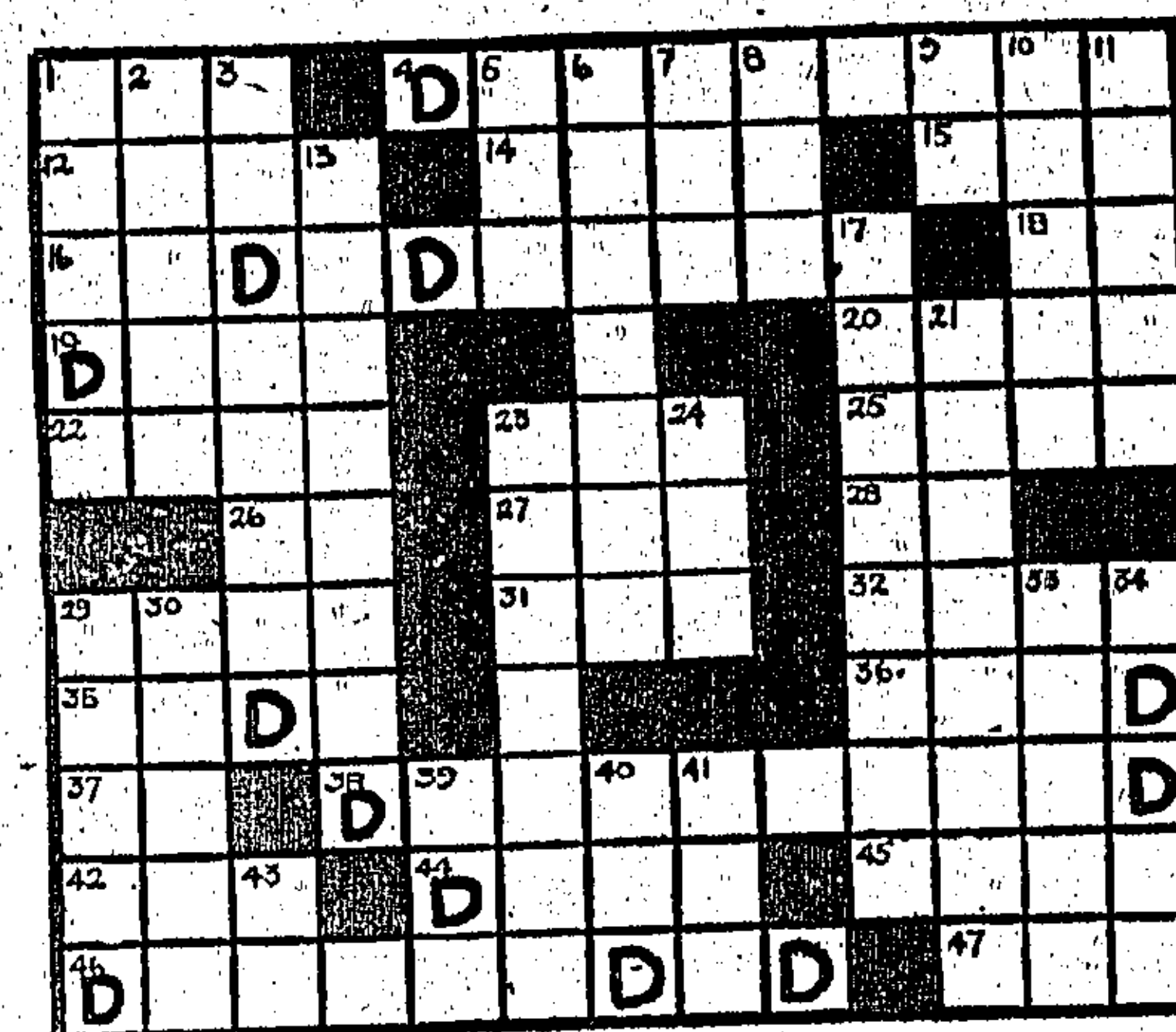
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Horizontal.

1. Battering machine.
4. Representatives.
12. Above.
14. Existed.
16. Sick.
18. Officer acting as a general's assistant.
19. Yellow Hawaiian bird.
20. Platform of a church.
21. Wholly engrossed.
22. To crack as a whip.
23. To bring legal proceedings.
25. Types of rock containing metal.
26. Liliaceous tree.
27. Constellation.
28. Italian river.
29. Prophet.
31. Joined.
32. Hawaiian thrush.
35. To yield.
36. Type of stone.
37. Correlative of either.
38. Squandered.
42. Pouring flare of a pitcher.
44. Costly.
45. Chronological series of ancestors.
46. Walked down.
47. Vehicle.

Vertical.

1. Highways.
2. Pertaining to birds.
3. Interposed.
5. Female sheep.
6. Discourse on any subject.

7. Age.

8. Jewel.
9. Seventh note in diatonic scale.
10. To run away and marry.
11. Slits for coins.
12. Breathed.
17. Scheme.
21. Radolant.
23. Japanese banjo-like instrument.
24. To dine.
26. To reprova.
28. Uncanny.
33. Central part of an amphitheatre.
34. Queerer.
35. Small fresh-water fish.
40. Sorrowful.
41. Wrath.
43. Abbreviation for "postscript."

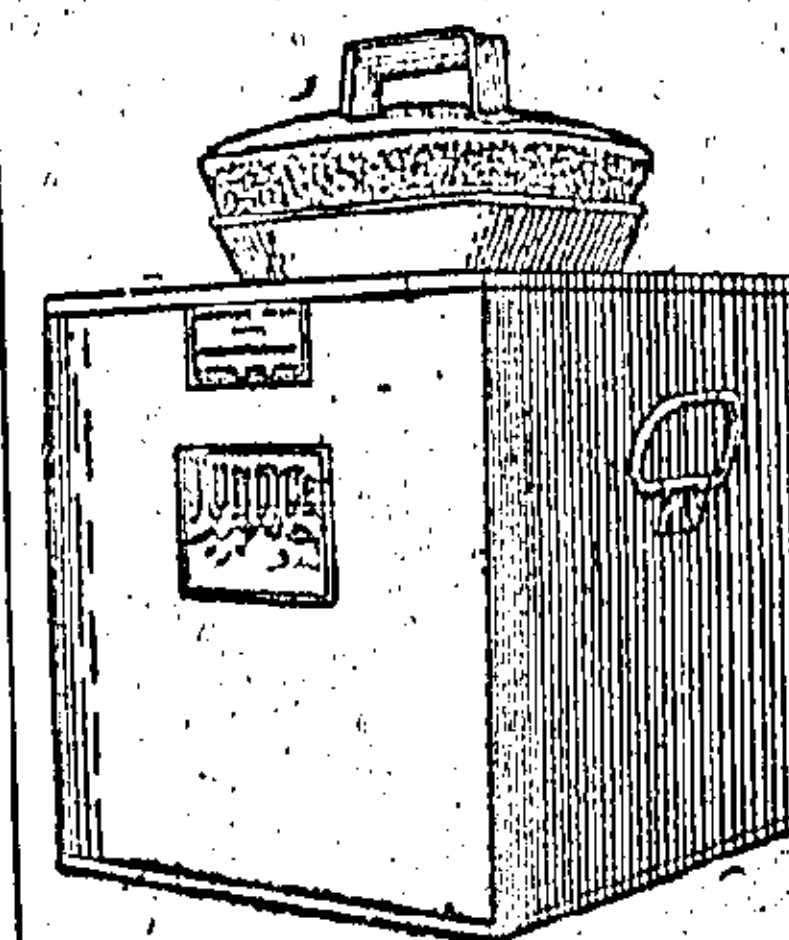
Yesterday's Puzzle.

DACITE SPEECH
ENNEPOTIAL HO
BID DOPED MAR
ALAS SET DENS
REMAN R GRATE
ANIMATION
BEGET T NODAL
OVER RID LENO
LAD LIVID RIP
AD NOSEGAY ME
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THERAPION No. 2
THERAPION No. 3
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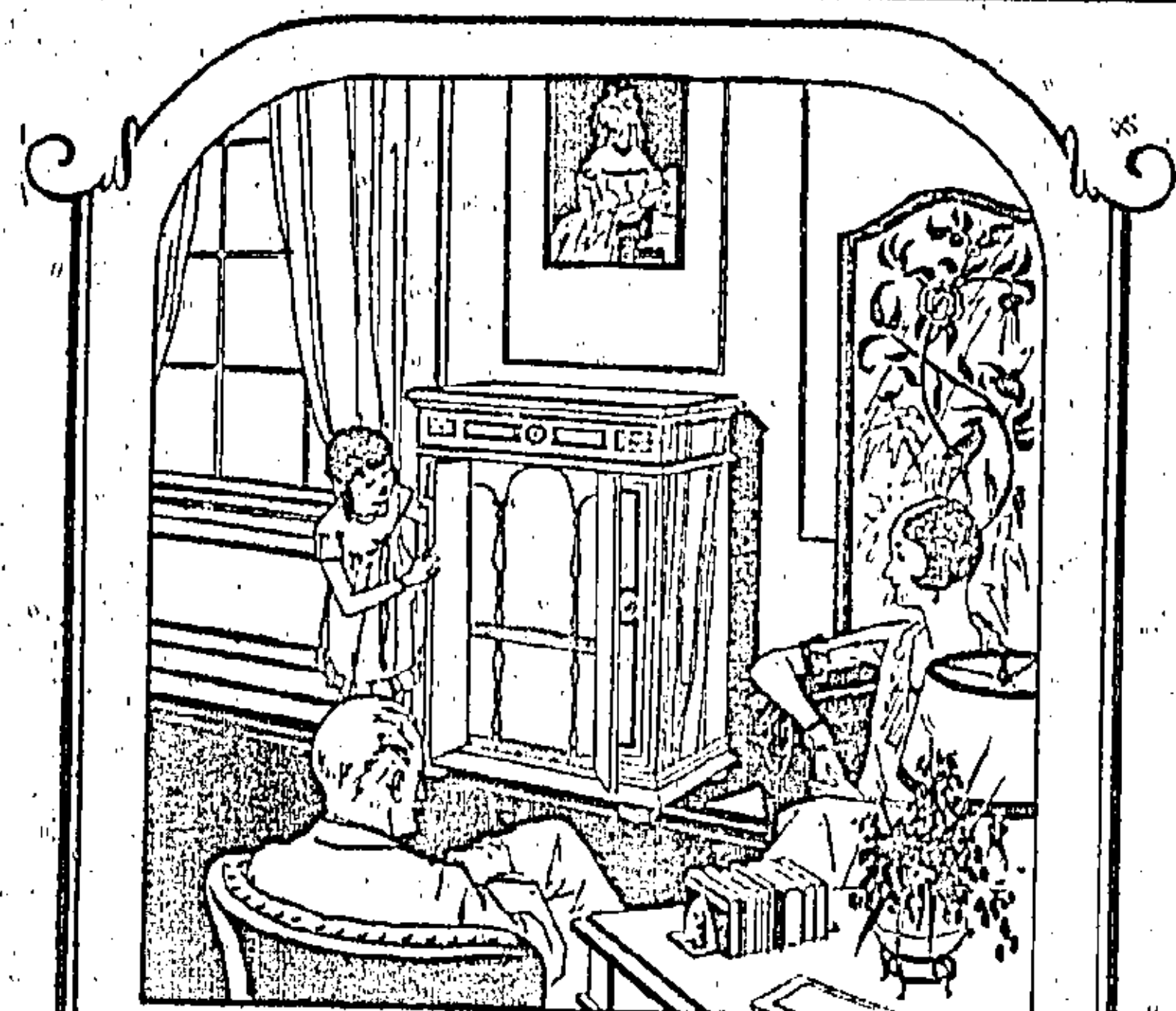
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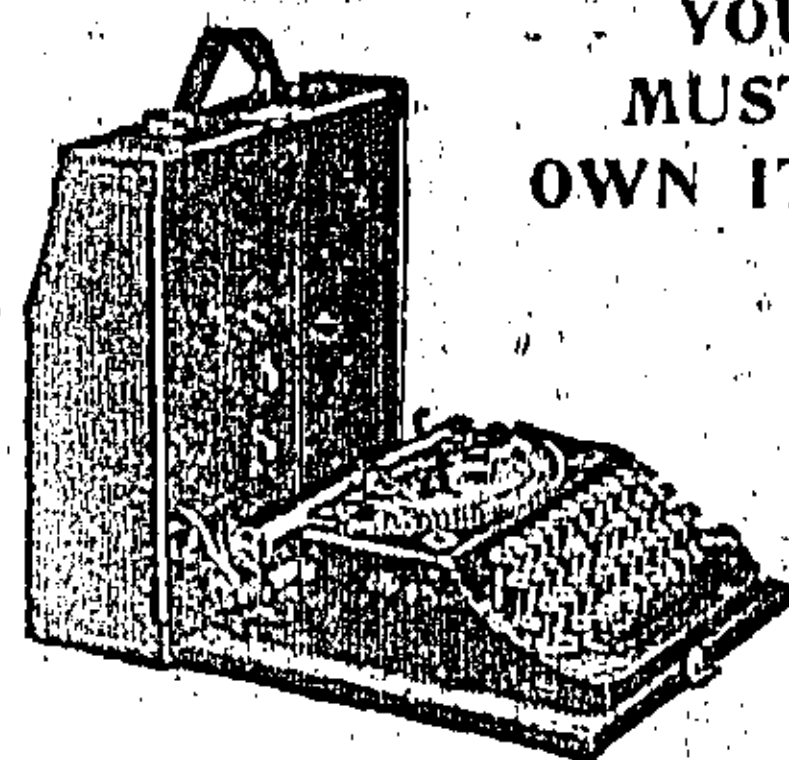
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DEATH.

STEPHENS:—On Friday, July 1, 1927, at noon, at the Peak Hospital, Hongkong, Mrs. M. J. D. Stephens, widow of the late Mr. M. J. D. Stephens. The funeral will take place to-day, July 2, 1927, passing the Monument at 6 p.m.

The
Hongkong Telegraph.

SATURDAY, JULY 2, 1927.

WORLD PROBLEMS.

According to the announcements in the world's newspaper press, which is the way the average person assesses the matter, there have been four big events within recent months—the trouble in China, the ousting of Soviet intriguers from Britain, the crossing of the Atlantic by aeroplane, and the present naval conference at Geneva. Of the first item many observers are by now possibly a little tired; the first flush of interest has gone. Of the second, too, reflecting as it does a long-standing subject of international concern, less was made than its importance warranted. Indeed, an American paper publishes a cartoon showing the world eagerly listening in to the latest reports of Lindbergh's flight, while in the background John Bull is depicted sweeping the Bolshevik plotters out of the country, but almost unheeded. The cartoon is entitled "Static." Yet those who look beyond mere excitement will appreciate that the world, and the Powers, are facing some very big problems. On the manner in which the statesmen of various countries handle the situation, and the results of present conferences, a great deal will depend. Perhaps the history of the next generation may be written on the basis of what happens in the next year or two.

Taking the above subjects in the order of their international importance, we have the definite clash between the constitutional democracies and Russian Communism, and the Chinese situation, dependent largely on the foregoing; also, now, the question of naval disarmament. There has, unfortunately, been a recent development of international "nerves." One of the worst symptoms is impatience. Thus irritation arises over the least thing, and suspicions are aroused when there is small cause. In the Balkans there is a tendency for un-neighbourly wrangling, while in central Europe conditions are not as amicable as

one could wish. The friction which appears to be developing between France and Germany is a case in point. In greater measure has been the lack of unanimity of the interested Powers in the Far East, so that the problems of Chinese connexion are still far from solved. Yet, the advancing hosts of the Nationalist party are steadily pressing towards parts of the country where fresh questions of international import are imminently prone to arise, and the matter of their definite solution cannot be long postponed. Otherwise, further chaos, more hesitation, and possibly prolonged misunderstandings, appear as the alternatives.

So far as the naval conference is concerned, there are nominally only three nations involved. Actually, every government possessing a navy is likely to be affected in some way. Things are not turning out as expeditiously as was expected at the beginning, but happily there is a spirit of compromise abroad, probably owing to the realisation that in an era of very big problems small differences should be swept away whenever possible. We are optimistic enough to expect an eventual settlement, satisfactory to all parties. Nevertheless, we venture to hope that the general public is attaching to these big questions the importance which is their due. There may be nothing spectacular to offer day by day in discussions of the kind, but in their ultimate effect may lie the very future welfare of mankind.

Easy Money.

There must be very few business offices in Hongkong which have not received visits at some time or other from individuals collecting subscriptions on behalf of various institutions such as schools, hospitals, orphanages, etc. In many cases these institutions are far removed from this Colony, and, although it is probable that many of them are fully deserving of support, we are inclined to suggest that the localities where they happen to be situated should be quite capable of supporting what are purely local institutions. Only this week, we received a visit from one of these canvassers—a gentleman from Japan—and it was quite surprising to see that he possessed a number of letter-heads and memo forms of well-known Hongkong firms on which were stated the amount which had been subscribed. While we have no reason to doubt the bona fides of either the collector or institution he said he represented, we do think that the mere production of a type-written copy of a letter of authority (accompanied by a document, in a foreign language, which purported to be a certificate of authority) is hardly a sufficient guarantee. In any case, the method is liable to abuse should unprincipled persons care to exploit it for their own ends, and we imagine that any knave who adopted such a ruse and went round the offices in Hongkong would be amply rewarded, judging from the ready manner in which some people appear to give away their money. Those of Hongkong who are charitably disposed have ample scope for their liberality by assisting local institutions. The easy manner in which collectors from Shanghai, Japan and anywhere else appear to gather money from the heads of firms in Hongkong is really most astounding.

EXCHANGE RATES.

| | London, July 1. |
|---------------------------|--------------------|
| Paris | 124 |
| Brussels | 34.91 |
| Amsterdam | 12.12 1/2 |
| Berlin | 20.45 |
| Oso | 18.76 1/2 |
| Prague | 163 1/2 |
| Madrid | 23.28 1/2 |
| Athens | 355 |
| Rio | 5.25/32 |
| Bombay | 1/5 5/16 1/4 |
| Hongkong | 85 19/32 |
| New York | 25.23 |
| Geneva | 87 1/2 |
| Milan | 18.17 |
| Stockholm | 34.52 1/2 |
| Vienna | 192.80 |
| Helsingfors | 2.7/10 |
| Lisbon | 805 |
| Bucharest | 47 1/2 |
| Buenos Aires | 2/7 |
| Shanghai | 1/4 1/16 1/2 |
| Yokohama | 26.1/16 |
| Silver (spot and forward) | —British Wireless. |

Taking an overdose of opium a Chinese female of No. 78 Wo On Lane was taken to the Government Civil Hospital yesterday but her condition is said not to be serious.

DAY BY DAY.

FIRE THAT'S CLOSEST KEPT BURNS
MOST OF ALL.—*Shakespeare.*

There were two cases of typhoid fever, reported yesterday both patients being Chinese.

The Eastern and Australian s.s. Arafura is due here with the Australian mails at daylight to-morrow morning.

It should be noted that the funeral of the late Mrs. M. J. D. Stephens this afternoon will pass the Monument at 6 p.m., and not at 5.15 as originally arranged.

Nearly four inches of rain fell during the 24 hours ending 10 o'clock this morning, according to the record taken at the Royal Observatory. The actual figure is 3.815.

A report from Messrs. Bailey's shipyard yesterday stated that 45 sheets of muntz metal were stolen from the s.s. Acolus which was lying on one of the Company's slips.

Whilst working at the Hongkong and China Gas Works premises yesterday a Chinese stoker received burns to his arms and legs and was removed to the Government Civil Hospital for treatment.

A gunner of the Royal Artillery, stationed at Belcher's Fort was admitted to the Government Civil Hospital yesterday suffering from a sprained knee sustained by a fall near Whiteaway, Laidlaw and Co. Ltd.

A Chinese woman living in an unnumbered hut on the hillside at Shaokwan reported to the Police that at 2.30 p.m. yesterday four men, armed with daggers, entered her hut and, after binding and gagging her and her husband, stole money and jewellery to the value of \$47.

Enquiries are still being made into the murder of Jemadar Gurmukh Singh, of the Indian Army Supply Transport, attached to the Hongkong Mule Corps, who was found dead in his bed on the verandah of his room at Whitfield Camp Barracks with head wounds early last Saturday morning. So far, little light has been shed on the circumstances surrounding the unfortunate officer's death, and no arrests have been made.

News has been received of the death in Montreal, Canada, after an illness of two months' duration, of Mr. W. A. Higginbotham, the senior superintendent of agencies of the Sun Life Assurance Company of Canada. Mr. Higginbotham was very well-known in the Far East and made frequent visits here during the last 25 years. In addition to China, Mr. Higginbotham superintended the company's businesses in Japan, the Straits Settlements, Manila, India, Egypt and Great Britain.

FINANCIER'S SUICIDE.

STOCK EXCHANGE STEADIER.

London, July 1.
A verdict of suicide while of unsound mind was returned at the inquest on Mr. James White, the financier whose sudden death, as reported yesterday, caused a sensation on the Stock Exchange.

Medical evidence indicated that he took prussic acid, which did not kill him, and later took a large dose of chloroform, from the effects of which he died.

The Stock Exchange has considerably steadied. Leading members have conferred and arranged to form a trust for the gradual liquidation of any large blocks of shares that may be thrown on to the market in the event of a trustee being appointed for the Beecham Trust, of which the deceased was chairman.—*Reuter.*

TROOP CONCERT.

AT CHEER-O Y.M.C.A.

Another very enjoyable concert was given at the Cheer-O Y.M.C.A. last night. The "star" performer of the evening was Mr. J. Davidson who caused vast amusement by his acrobatic antics with the banjo.

Mr. Walgamuth, a newcomer to the Colony, rendered some popular songs in a very fine tenor voice. Bandsman Pepper and Rhodes, accompanied by Bandsman Jones, proved a popular turn. Among others contributing to the programme were Bandsman Birmingham, in saxophone solos, Guardsman Stephenson, tenor singer, and Drummer Steward and Mr. E. Howell.

Mr. J. Fountain was the accompanist.

WITHIN A LIMESTONE CAVE.

A Snail-Collecting Reminiscence.

We set out on a very fine day in March, one of those bright days that Bagulo, the famed Philippines health resort in the Banguet mountains, can boast of. The temperature was about 65 degrees Fahrenheit, and the sun was shining brilliantly, so much so that it was blistering towards mid-day, with the rarefied air one gets at 5,000 feet. But we kept to the shade as much as possible, and, dressed in shorts and open-neck shirts, felt no discomfort.

The main object of the expedition was scientific—nothing less than a search for snails! That may appear strange to the average reader, but with the enthusiast it is nothing at all to spend weeks bent on the one thing, a close scrutiny of every nook and cranny where land molluscs can possibly be found. And he explained at this stage that the Philippines, like the West Indies and a few other places, abound in snails, some of the most beautiful that the world has to offer the collector.

Beautiful? you will possibly ask. Yes! There are snail shells that rival the sea shells, and even surpass them, in beautiful shades of colour, in markings, in delicacy, and shape. There are fine rose hues, blues, greens, and yellows, and quaint forms that even a Chinese curio carver could not improve upon.

It may be explained that the Philippines, with their wealth of limestone deposits, have in the course of ages formed ideal localities for land molluscs, and the varieties of which they boast are almost countless. There are hundreds of species known, more may yet be discovered, and the distribution is often so local that single mountains or valleys may contain kinds that are found nowhere else.

So we set out to comb the Bagulo neighbourhood of its snail inhabitants. Equipped with the simple paraphernalia that a collector requires, carrying our needs in knapsacks (ex-U.S. Army type, bought at a local store for a modest 50 centavos), and armed with the inevitable ashplants, we tackled Mount Mirador first, as it exhibited a rocky escarpment of limestone that seemed to beckon from the hotel lower down.

In half an hour, by the base of the observatory, the two of us were to be found searching diligently amid the sun-flower roots, and in the rock crannies, for any *Pulmonata* that the place had to offer. The search was early rewarded, for numerous specimens of a big, reddish-brown *Bulinus* were discovered. There were also many smaller forms, of the genus *Helix*, but the former predominated.

Indeed, after we left, and later, when Mount Santo Tomas had been tackled, we decided that Mirador was the locality *par excellence* for that type, just as Santo Tomas had its peculiar predominating form.

"Now let us try the Crystal Cave," said my companion; and so we set forth to hike back to Bagulo, and then on to the road that led to this natural formation and tourist resort—but our interest was above mere sight-seeing.

Crystal Cave lies off the beaten track, and can easily be missed by the casual visitor. We wandered

along a path which we saw adorning (the aboriginal inhabitants) following, and, after dodging some wicked-looking *Caribon*, the local buffalo used as a beast of burden we began to descend a small valley. Where was the cave, after all? We were just about giving it up when help hove in sight.

This in the form of two tiny Igorot children, who had "spotted" us as newcomers, and, in a few words of English, asked if the Crystal Cave were our destination. They were a boy and a girl, of six and four by western standards of size, though probably a little older. The girl had a loose garment of one piece, while the lad wore only a coat and a battered felt hat—probably an ancient cut-down stetson.

Leading the way, our diminutive guides soon brought us to the cavern, now able to be explored because the rainy season had not yet arrived. A stone-strewn stream led to the cave, which was an underground affair, swallowed up as it were in the bowls of the earth. First a well-like depression had to be descended, and then, with electric torches switched on, we ventured to crawl underground. The cavern followed the trend of a subterranean water-course, only functioning in wet weather, which had worn its way through a mass of limestone. In response to a question, the boy informed us that it ran seven kilometres (about three and a half miles) underground. That we did not verify.

Have you ever dreamed of being in a cavern and tramped by a rock fall? I have, several times, in the course of nightmares. That feeling came over me again before we had penetrated far, and so it was with my companion. Our guides, had discreetly, waited at the entrance for our return. I felt uncomfortable.

"There does not seem to be a darn snail here: too dark I suppose," groined my partner in the venture, after a few minutes.

"Well, why not return, then?" was my reply.

So we stopped, and decided that the Crystal Cave was anyhow not a place for molluscs. We had had an earthquake the previous days, and there were parts of the roof of the cavern that seemed ready to come away. The feeling became more uncomfortable. With mutual relief and tacit understanding we turned back.

And just as we emerged from the well, at the cave mouth I spotted a very rare, pretty striped *Helix* calmly sheltering in a crevice. That saved the trip to Crystal Cave (for us) from absolute disappointment. Also, it prompted the addition of a handful more coppers to the tip with which we rewarded our child guides.

"Not such a bad day after all," commented my companion as we plunged into the scrub further along, and the farewells from the two youngsters faded away in the distance. "A hot bath each, a good tiffin, and then we tackle our catches!"

The ardent snail-collector can contemplate luncheon and yanking snails out of their shells—after killing them in hot water—in the same breath.

V. H. C. J.

WIFE'S SECRET "RITE."

HUSBAND'S CLOTHES
BURNED.

Late one night a Berlin shopman heard his wife talking to herself in her bedroom. Listening at the closed door, he heard her repeating the words: "He will be true. He will be true," with Coué-like persistence.

His conscience smote him as he listened, and he went into the room with the intention of vowing that his wife's prayer should be fulfilled. He changed his mind when he saw her feeding the flames with one of his waistcoats.

Upon his expostulating she confessed that her conduct was due to directions given her by Anna Kuhn, a fortune teller, who had assured her that she could secure her husband's fidelity by burning one of his garments while repeating the "incantation."

Her husband told her not to be a fool, but failed to convince her that she was one.

Possibly she was "again given cause to doubt his fidelity; but, however that may be, a few weeks later he caught her burning his trousers, and decided that drastic action was necessary. He obtained a summons against Frau Kuhn, and she appeared before the Berlin magistrate, whom she assured that her method of ensuring marital fidelity had in many cases succeeded.

She was acquitted on a technical point, and her client is now convinced of her infallibility.

The Royal Observatory weather forecast is as follows:—S. E. winds, moderate; overcast, rain.

WIFE OVER ABYSS.

DRAMATIC TRIAL OF
HUSBAND.

For wilfully pushing his wife, Marie, over a precipice with the intention of killing her because he wanted to marry another woman, Franz Hollerer, a Vienna railway official, has been sentenced to seven years' hard labour.

His wife's fall—70ft.—was broken by trees and she escaped the rocks. She had recovered sufficiently to give evidence.

There was a dramatic scene on the mountain where the crime was committed when the judge took the jury, the accused, and his wife and other witnesses for a final reconstruction of the crime.

Hollerer, who was handcuffed, travelled separately from his wife, but he approached her on the mountain sobbing, "I did not mean to kill you. Forgive me."

Frau Hollerer replied: "Why did you push me down?"

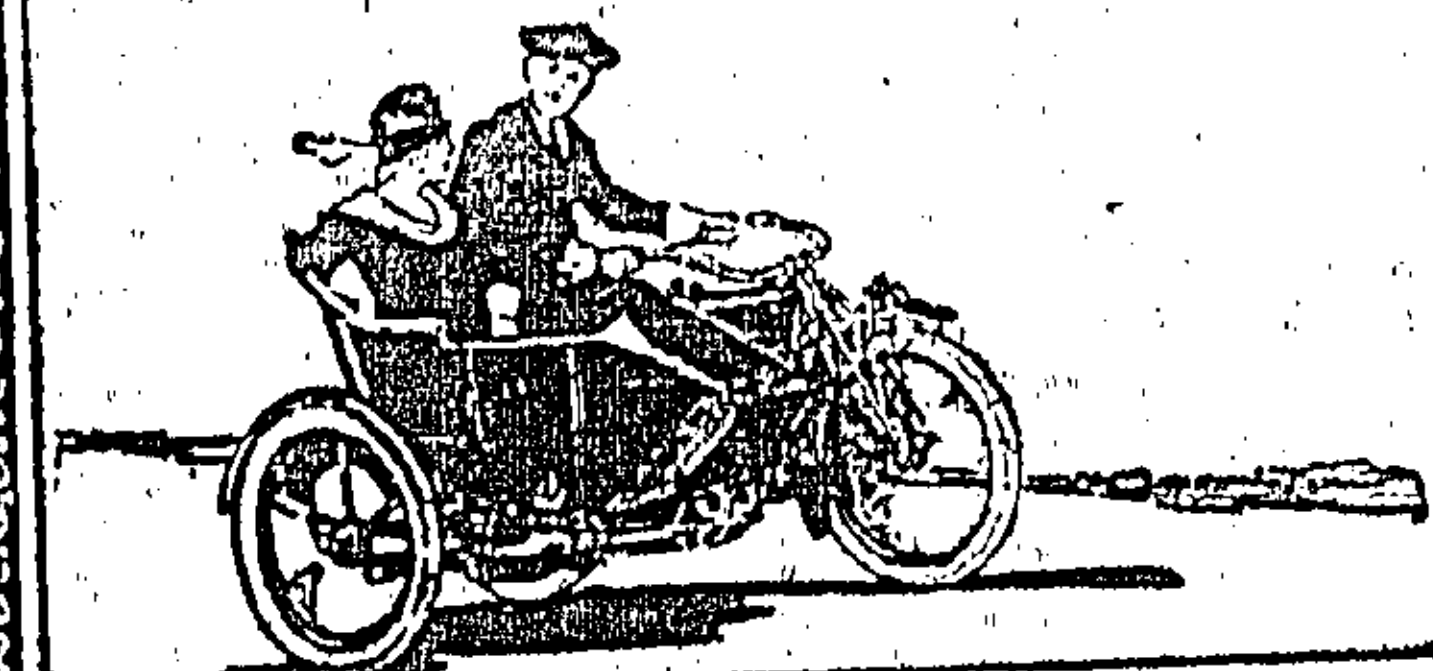
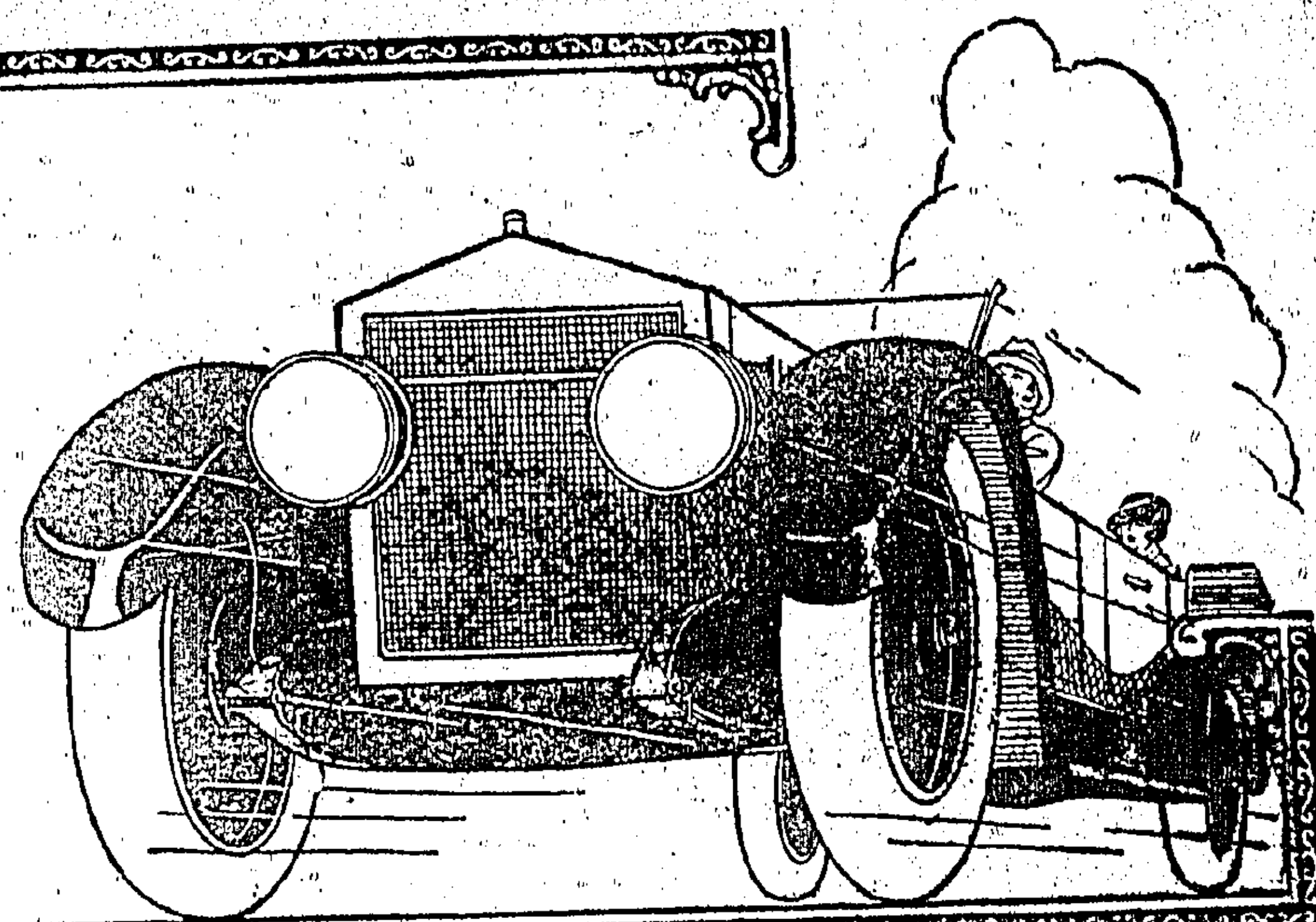
In evidence she said that while she was cutting a branch on the day of the crime her husband held her round the waist. She noticed that he was trembling and asked him why. Then she felt herself and she appeared before the Berlin magistrate, whom she assured that her method of ensuring marital fidelity had in many cases succeeded.

The judge implored the jurors to be extremely careful while walking near the brink.

After being sentenced Hollerer was ordered to give his wife all his money, furniture, and other property. Facilities are being granted to the wife for immediate divorce.

MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH.
SATURDAY, 2nd JULY, 1927.
Being The Official Organ of
THE HONGKONG AUTOMOBILE ASSOCIATION.



CURRENT COMMENT

Public Vehicles.

It cannot be said that the service of public hire vehicles in Hongkong is by any means satisfactory. By public hire, we do not refer to garage cars which can be privately hired by the hour, but to taxis and other passenger cars which ply for hire from different stands in Hongkong. The taxi service has constantly given grounds for complaints, although since its inception, it has definitely established the fact that a demand does exist for such vehicles, providing the drivers themselves take an active interest in the appearance and cleanliness of the cars under their control. Of the ordinary cars which can be hired from stands, it is also clearly seen that they too, fill a want, but it would appear desirable to lay down a scale of fares somewhat on the lines of the hackney carriage registration at Home. At the present time, the drivers of these vehicles are reasonable in their demands when several of them happen to be disengaged, but when demand is brisk, they invariably hold out for extortionate amounts. While we do not suggest the provision of meters, we do think that a service would be rendered to the public by the provision of a definite scale of charges, according to distance travelled.

Smaller Taxis.

While dealing with the question of taxis, it might be well worth while to investigate the new vehicles which have recently appeared in London and other cities. The new type is a small vehicle, something on the lines of an Austin Seven, and accommodation is provided for two passengers at quite a moderate rate per mile. In Hongkong, it is often necessary to engage a vehicle to proceed to a certain destination, and the ricksha is fast becoming obsolete from the point of view of speed. A small two-seater taxi would undoubtedly receive public support, and we imagine that those who had the enterprise to institute such a scheme, provided efficient organisation were assured, would find the financial return quite adequate.

Hongkong Buses.

The Aberdeen Bus Company has extended its territory, and now maintains a service from Aberdeen to the tram terminus at Shaikwan. It is now possible therefore, to get on a bus at East Street, West Point, and travel to Shaikwan via Pokfulam, Aberdeen, Repulse Bay and Stanley. This will be appreciated by residents of Stanley who have no other means of transport than private cars.

Stopping Places.

With buses running on several routes in the Colony, it would perhaps be useful if notice boards were erected at certain points indicating stopping places. This would save the drivers the trouble

of stopping at difficult places, and also prevent traffic confusion.

A Dangerous Road.

A serious danger exists on the Shaikwan Road east of the Ming Yuen Gardens. In certain places, motor cars travelling in an easterly direction on their proper side of the road, cannot pass a tram coming from the opposite direction, owing to the road between the tram and the left side, being too narrow to allow a car to pass between. Motorists have frequently faced awkward predicaments as a result, and not long ago a nasty collision occurred. The alternative is to cross over on to the right hand side of the road, and this has often been done in order to avoid mishap. This should not be necessary, and in any case, is an entirely wrong procedure, and should a collision occur with an oncoming car, there would be no doubt concerning who would be to blame. Every motorist should be able to keep on his correct side of the road, but in order to ensure this at the locality we mention, it will be necessary for the road to be widened in places. The seriousness of the danger certainly warrants early action.

Magazine Gap.

We notice that a section of the tennis court at the house near the traffic post at Magazine Gap has had "flagged" pegs driven in, evidently in connexion with the widening of the corner. We have mentioned this corner previously on account of its somewhat dangerous character, although by taking off part of the tennis court in question, all danger would be removed by giving motorists a clearer view, and eliminating the existing sharp turn.

Ford Building.

We are informed that plans have been completed for the erection of a new building which will house Ford cars in Hongkong. The site is located in Mong Kok Tsai, Kowloon, on Nathan Road near Prince Edward Road. The new building will be a one-storeyed structure, with provision made for the addition of more storeys when required. It will embody modern ideas in regard to motor car dealer establishments, and will contain a spacious showroom, business offices and a well-equipped spare parts and accessories salesroom, the latter large enough to carry from \$50,000 to \$75,000 worth of spares. The garage and storeroom will have room for a stock of from 75 to 100 cars and trucks. The building is expected to be ready for occupation at about the end of November next.

Harley-Davidsons.

The Gascon Motor Company has received another shipment of various models of Harley-Davidson machines, including sidecars.

MOTOR HILL CLIMB.

SELANGOR AUTOMOBILE CLUB HOLDS COMPETITION.

The Selangor Automobile Association hill climb was held recently and was a big success. The hill selected was the Police Court hill, which is one of the steepest in Kuala Lumpur. About half way up there is an elbow curve which proved to be the undoing of several competitors, but there were no serious accidents. Entries were excellent and several motor cars and motor cycles did the hill in very good time, providing many thrills for the large gathering of spectators. R. T. Malls, Austin sports model, did the fastest time of the day and was the most successful motorist, A. O. Marshall, driving an Austin

GAS IS POWERFUL.

A pint of gasoline contains about 20,000 British thermal heat units, which represents energy enough to raise 12,000,000 pounds one foot. That can blow a light car a mile high.

and a Chevrolet, was a close rival. Loke Yauk Foo also carried several prizes in car events. In the cycle events J. Robson was most successful, winning A.J.S. and Norton trophies. Loke Yauk Foo had also several successes to his credit. Rex Duncan on a Matchless, annexed the trophy for the fastest time for motor cycles and also the cup for the fastest time of any vehicle. Mrs. A. S. Bailey gave away the prizes at the conclusion.

SYNTHETIC RUBBER.

Future Possibility.

The future rubber supply may be a synthetic product produced in chemical laboratories.

Dr. Roger Adams, head of the University of Illinois chemistry department, looks to petroleum to furnish the necessary ingredient for synthetic rubber.

"Rubber has already been made synthetically," Dr. Adams says, "and the types of raw material necessary are well known. The serious problem is to find a source of this new material which is cheap enough to make possible competition of synthetic rubber with the natural. Petroleum offers a possibility."

"When the high-boiling petroleum is cracked, in order to obtain low-boiling fractions which can be used as gasoline in internal combustion engines, there are contained in these low fractions butadiene and its derivatives, the type of compounds which have been shown to be convertible into synthetic rubber."

"It remains for the scientist to find how the yield of these butadienes may be increased and how they may be economically removed from the closely related products which accompany them."

"When this difficult problem is solved, synthetic rubber will not be far off. Suppose that a 5 per cent. yield of butadienes might be obtained by a proper cracking and extraction process. On this basis, and assuming that the butadienes might be converted quantitatively into synthetic rubber (a goal which, to be sure, has not yet been reached), it would require the cracking of 62 million barrels of petroleum to provide the necessary butadienes for forming four billion pounds of rubber."

DOUBLE STEERING.

Novel Innovation.

Paris, June 1.—Double steering is being used for the first time on regular stock models of passenger automobiles. The innovation was adopted by a manufacturer at Lyons as a relief from wheel shimmy.

Shimmy does not exist when each wheel is steered independently as the condition is brought about when two wheels wobble in unison. Individual wheel wobble is rarely violent and lasts but a brief interval.

Two main steering levers are provided. The two levers have to move in opposite directions and an inverse movement is obtained by a crank and connecting rod mechanism which allows duplicate control with a single mechanism.

Other striking features of this car are quadruple transverse suspension and a low chassis line, bringing the floor of the car to the level of the running boards, seven inches from the ground.

Quadruple transverse suspension is accomplished by four springs which join the chassis across the width instead of along the length of the car in the usual manner. The transverse suspension insures ease and comfort for the passengers and makes possible the lowering of the body to the running board line.

CLYNO MOVES.

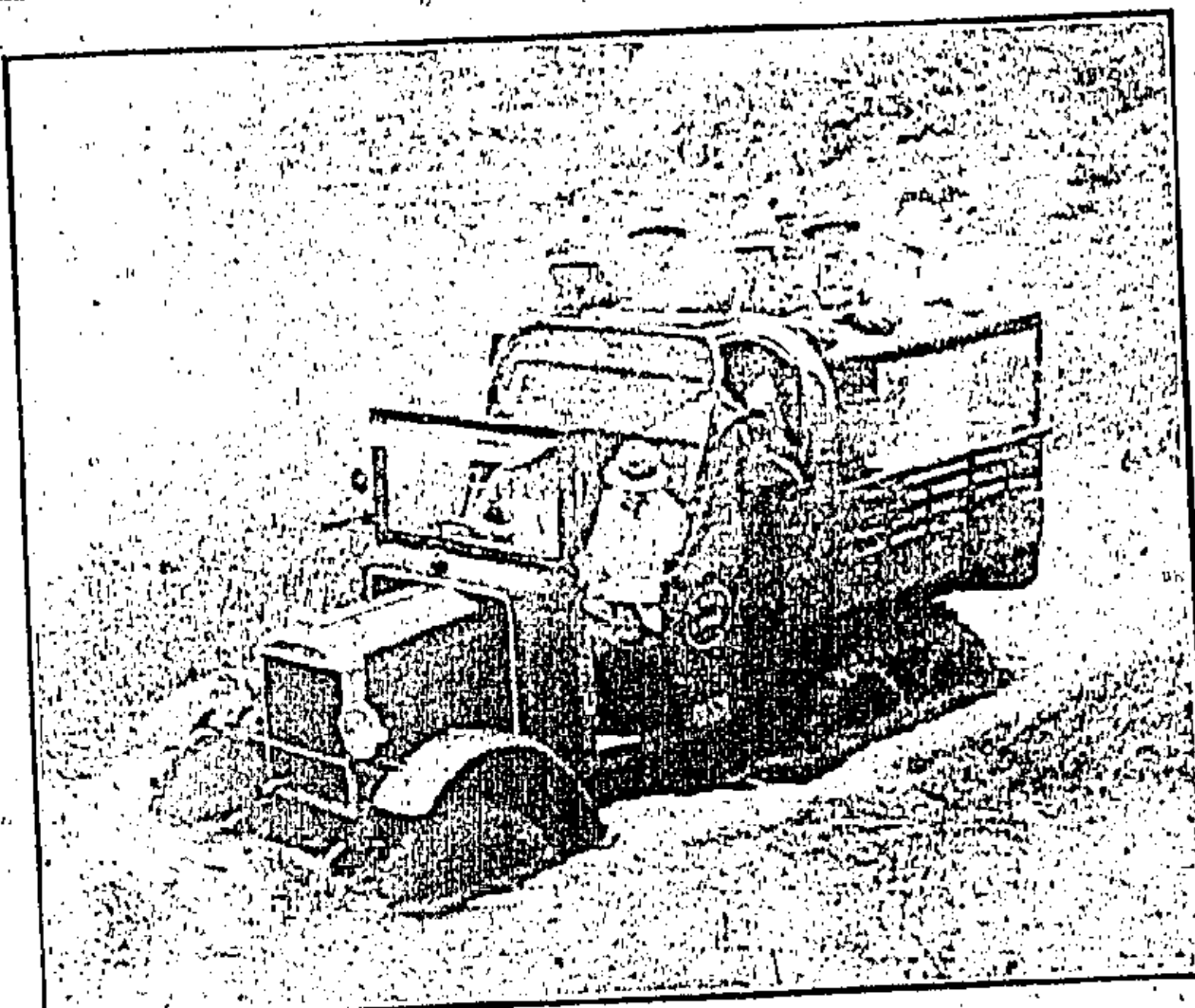
New Factory Occupied.

During the past year the Clyno Engineering Co., Ltd., has grown so much that it was decided to erect new factory premises at Wolverhampton.

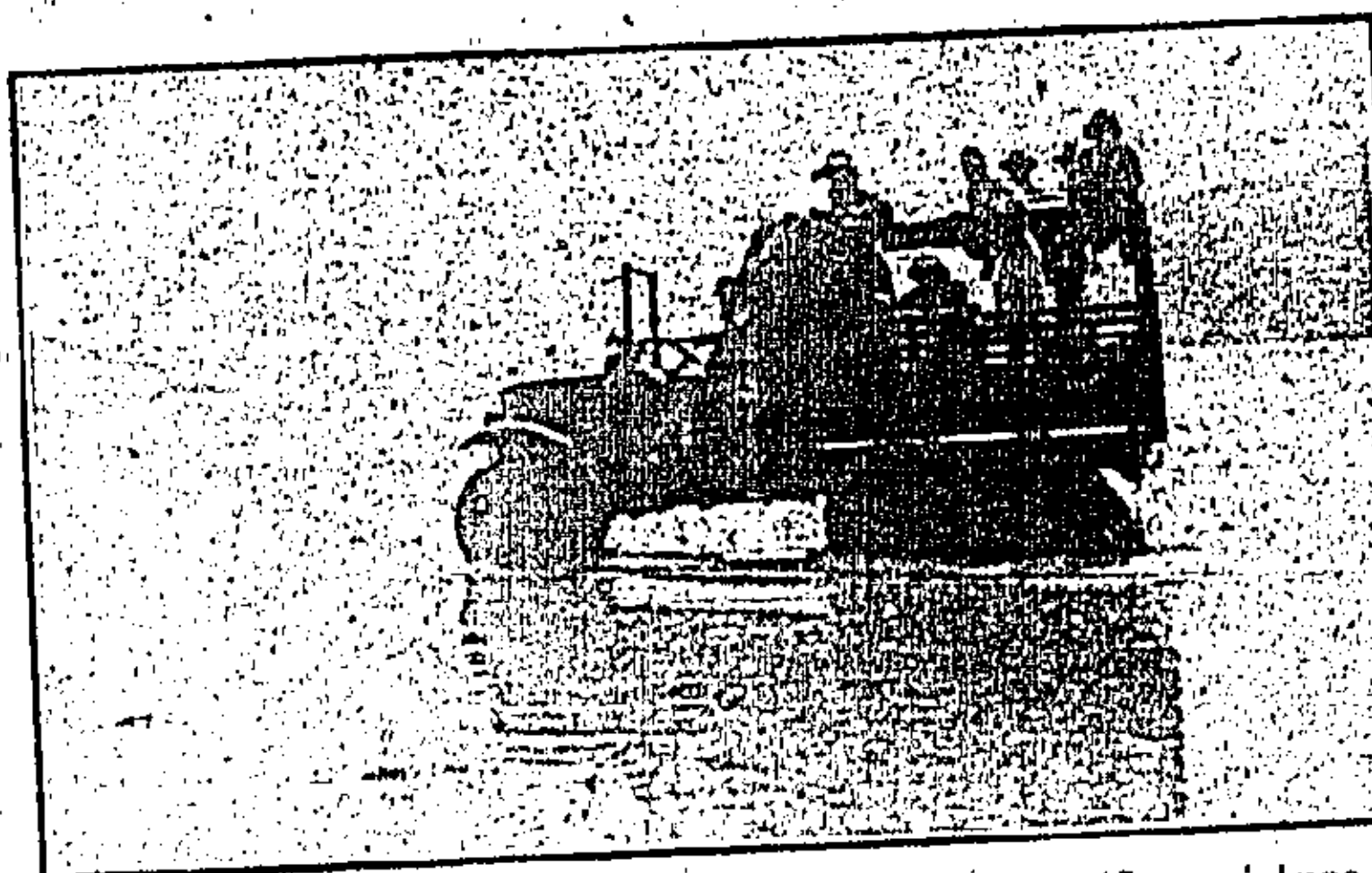
Latest information from England is that the new premises have been occupied, and with more room for expansion the growth of the business of the firm should accelerate.

MORRIS SIX-WHEELERS.

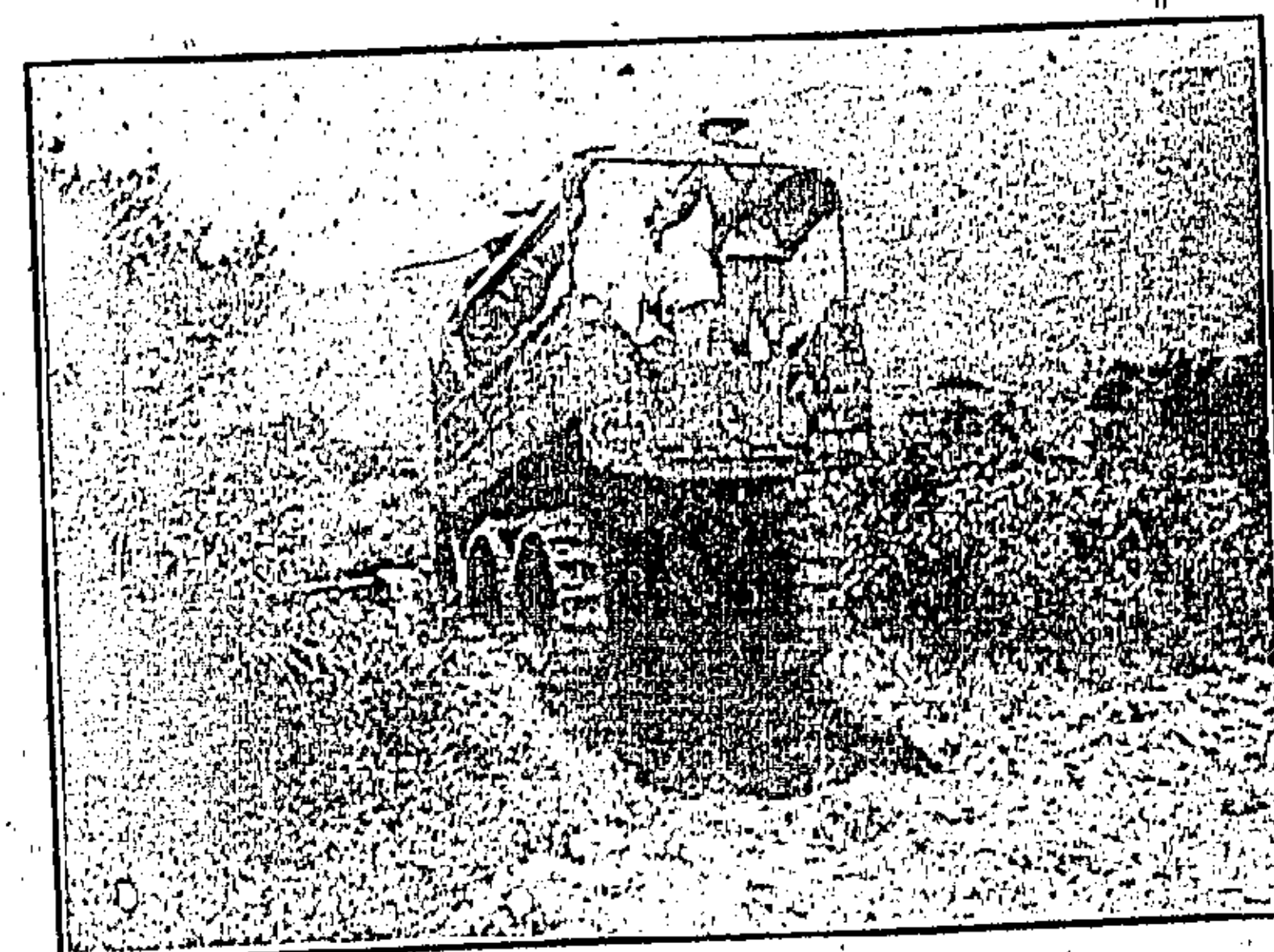
The Recent Demonstrations.



Negotiating a stream. His Excellency the Governor is seen seated next to the driver.



Travelling over sand at low tide. An interesting picture taken during the demonstrations.



Banks and ditches present no difficulties to this form of vehicle.—(Photos: Mee Cheung).

BIG BRAKE DRUMS.

New Essex Features.

"The Essex Super-Six possesses far better performance than the previous Essex, and, in fact, is capable of maintaining high average speeds for long distances while its maximum speed is a good sixty," says an Australian Motor expert.

"A fast car needs good brakes, and the Essex Super-Six manufacturers have given this car brakes that will smoothly and quickly bring it to a standstill from all speeds."

"Both Essex Super-Six brakes—hand and foot—operate on drums on the rear wheels. The foot-brake is external contracting and the handbrake internal expanding, the handbrake lever now being on the driver's right hand instead of the left, as in the previous Essex."

"Essex brake drums are unusually large—14½ inches in diameter. In fact, it is doubtful if any other car of Essex class has such large brakes. The advantage of the

AMERICAN CARS.

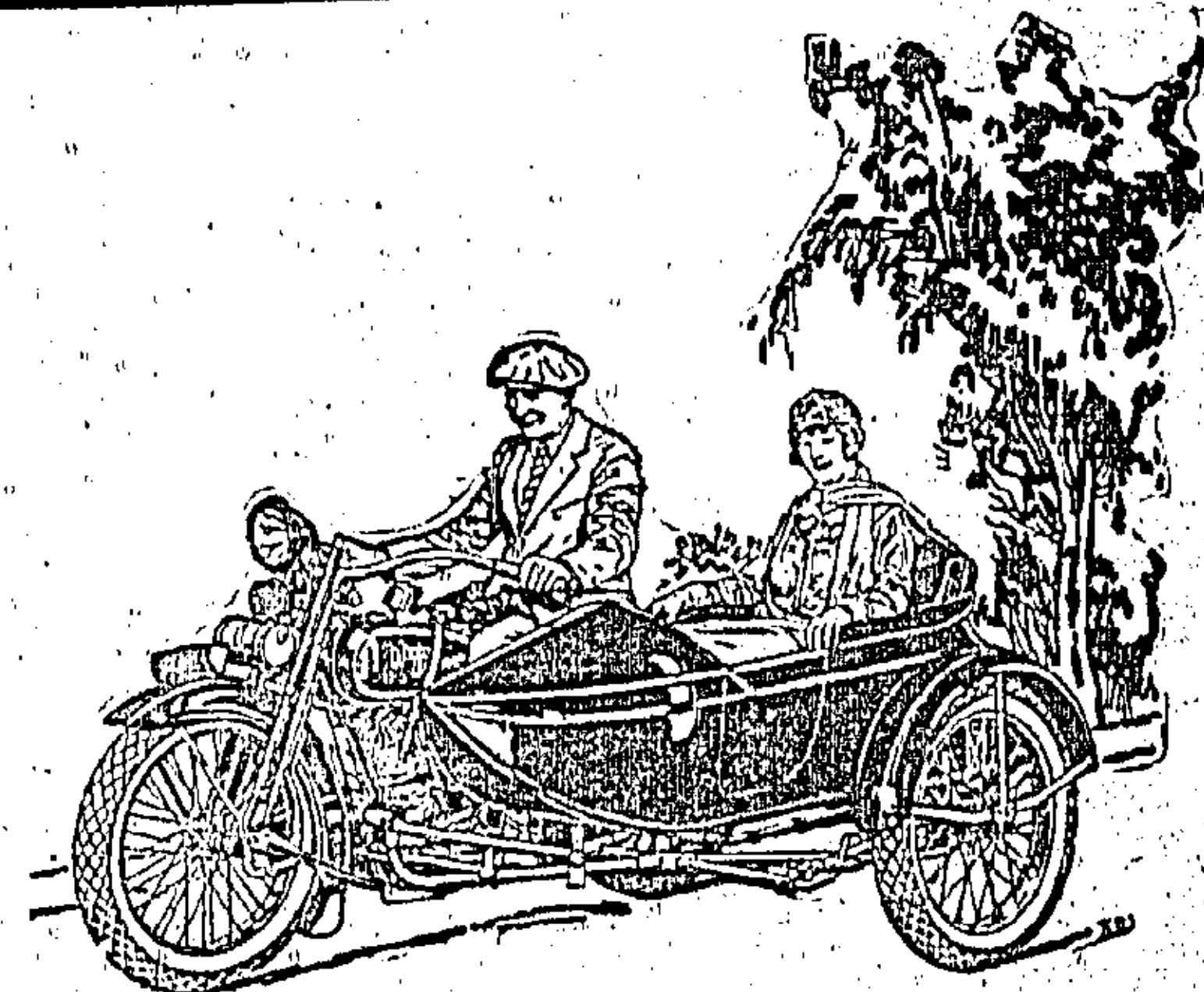
Range of Prices

"There are now 620 models of American motor cars at from \$399 to \$9000, offered to the American public by 43 makers," reports Alfred Reeves, general manager of the National Automobile Chamber of Commerce.

"Of these," he continues, "four sell for less than \$500, 60 between \$500 and \$1000, 243 between \$1000 and \$2000, and 137 between \$2000 and \$3000."

large brake drum is obvious. It puts the braking leverage where it is most effective—that is, near the rim of the wheel. Essex brakes are also self-applying, requiring very light pressure of the foot, and are easily adjusted.

"The efficiency of the Essex Super-Six brakes enables owners to enjoy the car's brilliant performance, and at the same time have every confidence in that they are able to step in the shortest possible time in any emergency."



We are pleased to announce that we have received another shipment of Harley-Davidson motor cycles by the s.s. "Empress of Asia" on June 28th.

The shipment comprises—

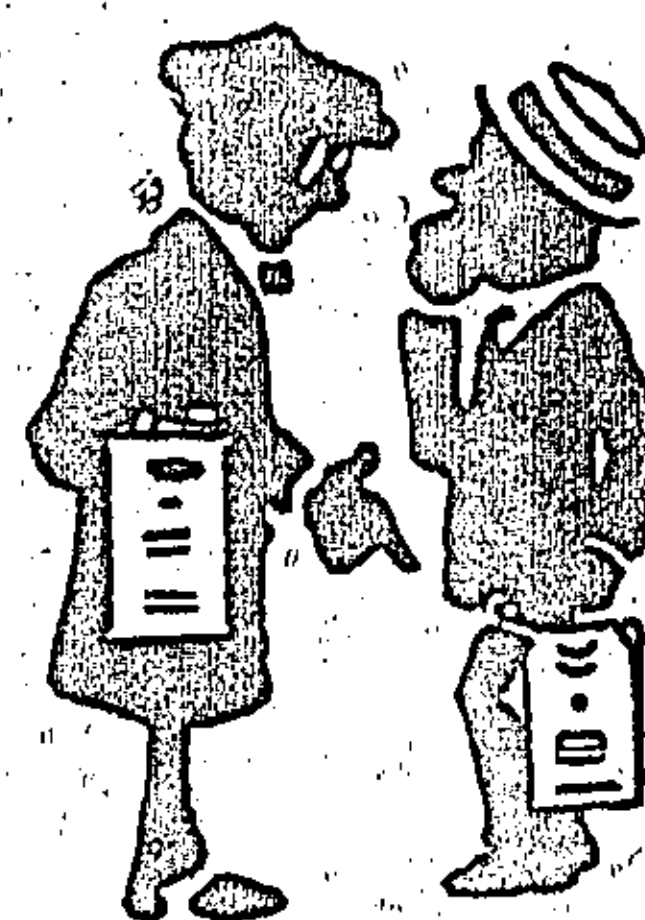
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But we suggest that you test Mobiloil for yourself. Drain off your old oil—to-day. Refill the crankcase with the grade of Gargoyles Mobiloil recommended on the Mobiloil Chart as correct for your engine needs. Your engine will tell you, in just a few minutes, why three out of four car owners, throughout the world, regularly ask for and use Gargoyles Mobiloil.



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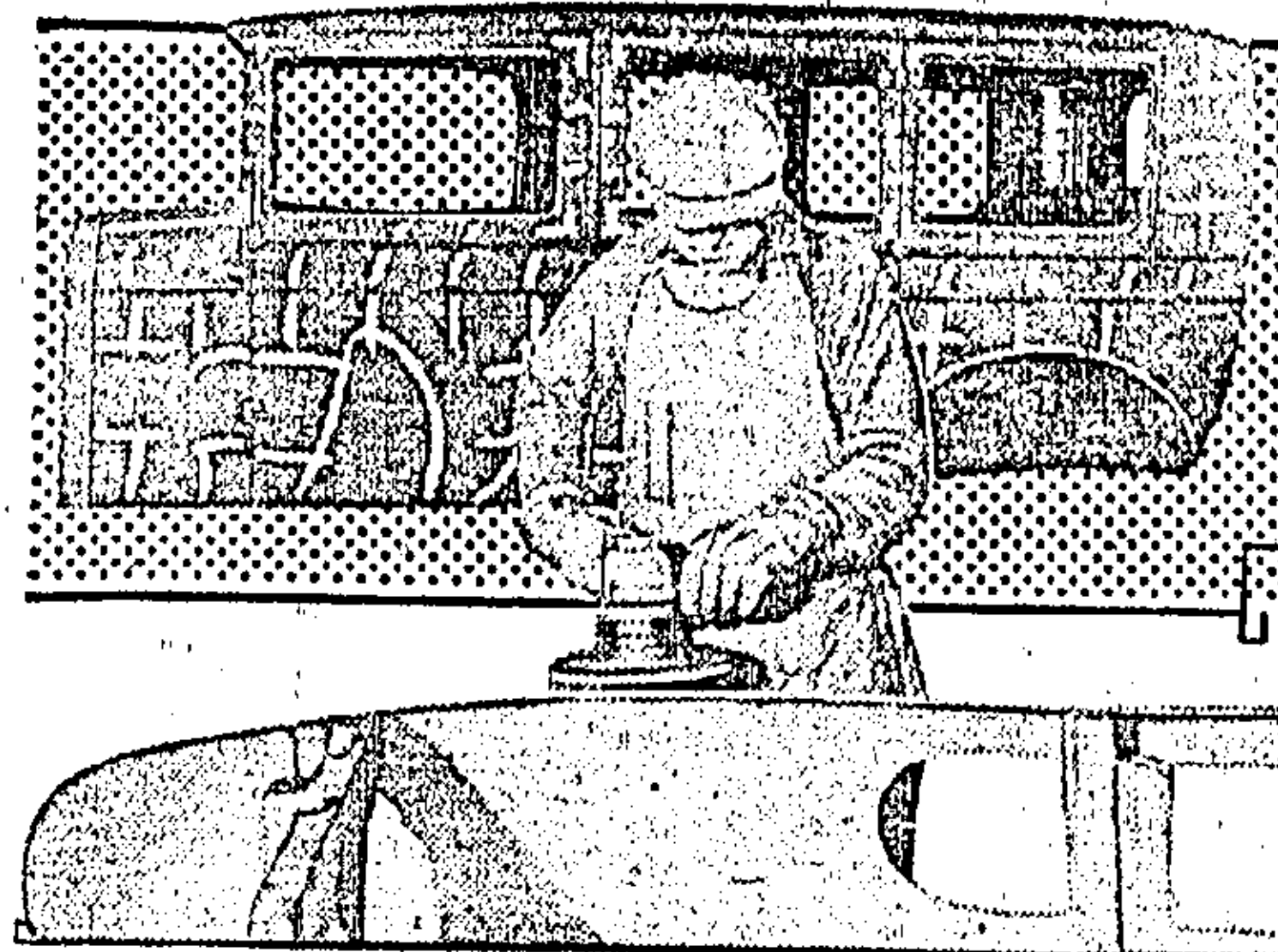
Alex. Ross & Co. (China), Ltd.

Prince's Building. 2 floor, Ice House St. Entrance

HOW AN AUTOMOBILE IS MADE.

Huge Presses for Body Building.

[By Israel Klein for the Hongkong Telegraph.]



The fine and even chalk marks on the car body, shown here, tell how perfectly smooth it must be before it gets its first coat of paint. Buffing, shown in the lower view, is part of smoothing the body to a glasslike surface.

From thin sheets of steel come the parts that make up the enclosed bodies of to-day.

One man can handle each sheet, but huge overhead cranes and sturdy conveyors are required to transfer a batch of these from one department to another.

Once started in the process of manufacture, the body becomes one of the simplest operations in the entire automotive construction. Huge and powerful presses stamp out radiator shells, fenders, doors and windows from these sheets of steel, just as so many simple tin toys.

Each press has a set of die forms, one fitting nicely into the other, with only the thickness of the sheet steel separating them. These mighty dies, like jaws, come together against the sheet steel and produce the intricate fender, or the door or other part of the body, each with its peculiar convolutions and designs.

Nearly All Steel.

Every part of the body is pressed steel, the only exceptions being the wood frames of the seats and the wood floor of the car itself.

The top of day is made of a fabric, sometimes rubber-coated to prevent the drumming noise that was formerly heard in enclosed cars.

Once the parts of the body are put together, and long before it is trimmed inside, it undergoes an extensive series of painting operations. The invention of quick drying lacquers has cut down this operation by many weeks. Yet it is still a long run of coatings and rubbings and polishings and dryings.

Buffed to Smoothness.

The steel that first goes into the body is full of nicks, dents and other irregularities. These must be hammered out, the parts must be shaped smooth, they must be ground down and buffed to perfect form. Buffing is done with a fine hair brush and a soft rouge to bring out complete smoothness.

Parts like fenders and running boards, those taking black colour, are still put through an enamelling process, instead of being painted by the quick drying method. They are dipped into a large bath of hot enamel and hung up to dry. Before being dipped they must be washed in a bath of sulphuric acid, alcohol and water, and dried by passing through a hot oven, to keep all possible dust particles off.

Those parts like the radiator shell, door handles and inside metal trim, which get coatings of nickel, go through a copper elec-

troplating process. They are buffed, polished down and then nickel plated, going through a second buffing operation before being finished.

Chromium Replaces Nickel.

A new process of chromium plating is coming into use. Chromium is the next hardest metal on earth. It is rustless and extremely durable.

A chemical process has been found by which this metal can be used for coating parts, like radiator shells, which are constantly exposed to the weather. It keeps polish indefinitely, besides preventing rust.

The rest of the body goes through a washing and drying process, similar to that of the fenders, before even the first coat of primer is put on. This is a grey quick-drying paint which is sprayed on and then baked into the steel after three coats have been applied.

The primer acts as a filler, which smoothens the steel structure of the body. After it is applied, the body is rubbed down thoroughly with wet pumice and all the remaining irregularities, the cracks and crevices, are filled in by hand with a grey putty.

Before this primer coated body gets its first coat of colour, it goes through rigid inspection. The body must be so smooth that chalk marks made on it will show even and fine, without a single gap to reveal an irregularity.

The body is then washed down and polished thoroughly, dried and prepared for the colour process.

To-day this is done in quick succession, one coat of quick drying lacquer being sprayed almost immediately over the former, with the intervention only of a good rubbing. The paint dries almost under the spray gun.

Many Coats Applied.

To prevent a colour from covering any part of the body where it isn't wanted, that part is covered with paper. Even then a dash of wrong colour doesn't hurt, because it can be polished off easily.

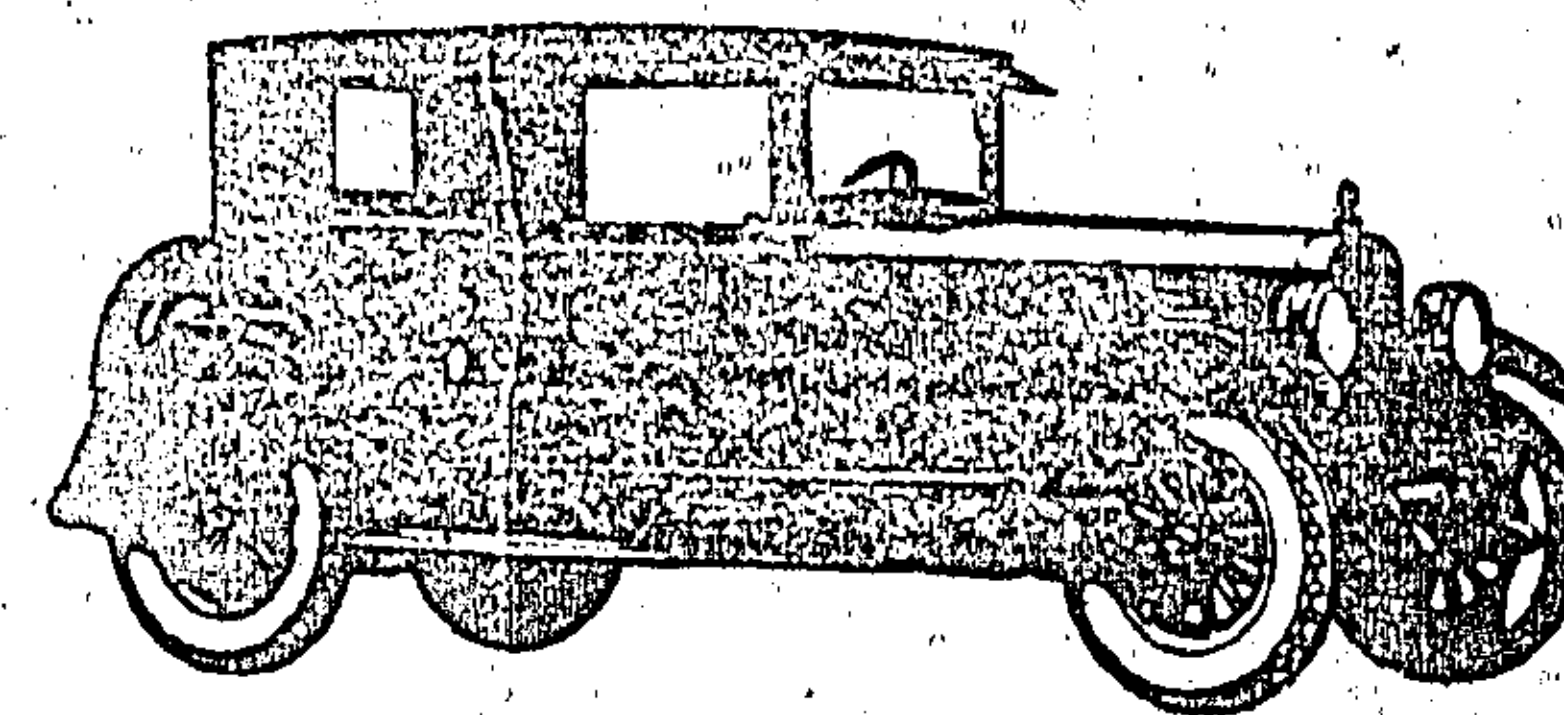
No coat of varnish is required under the new process, for buffing rings out the original colour and the fine polish of the car.

The rest is left to hand painting of the body lines along the mouldings, and the final finishing touches of painting required to produce a good job.

The painted body is then put on a truck, brought into the upholstery department, finished internally with all its necessary equipment and bolted on the finished chassis.

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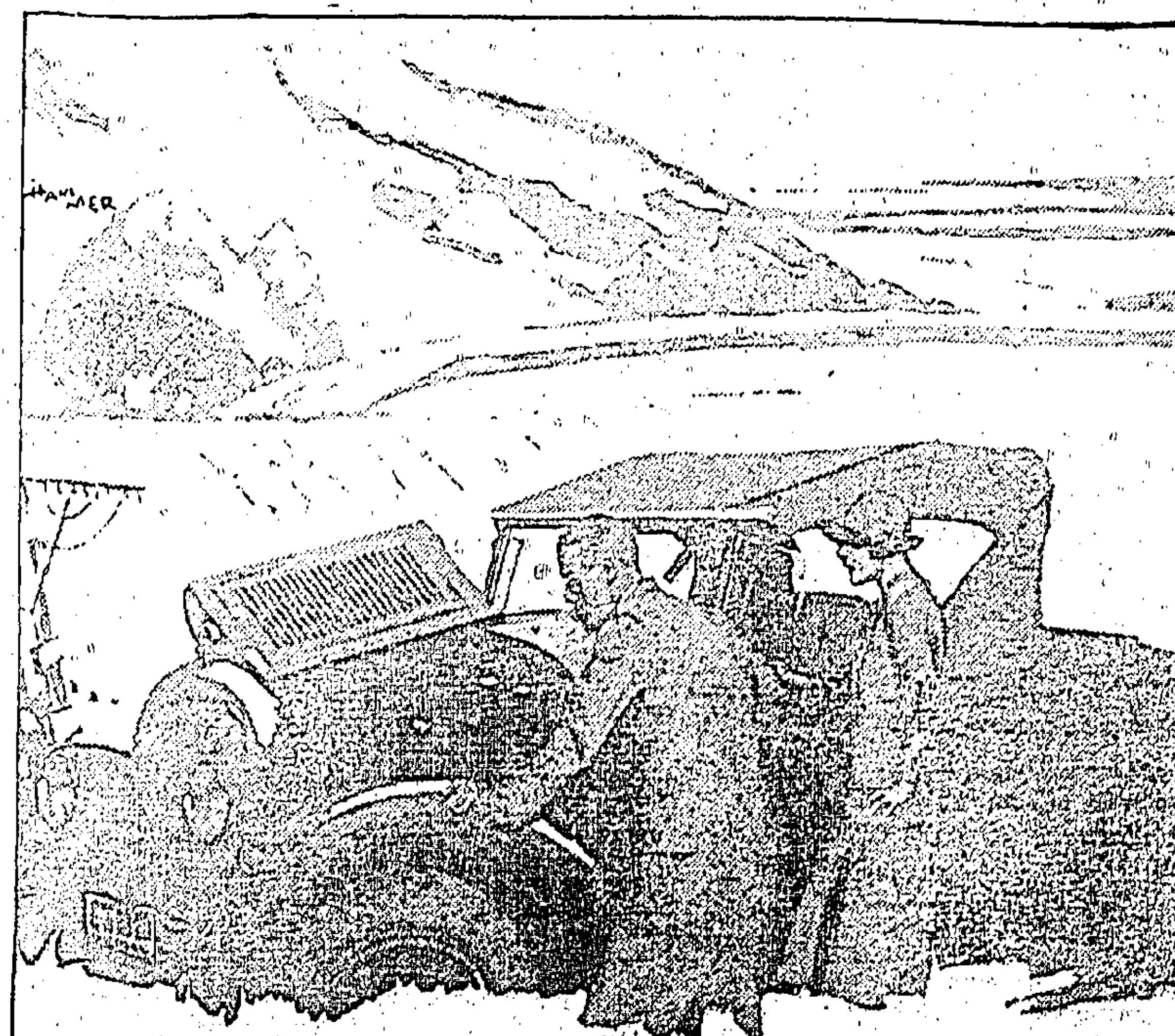
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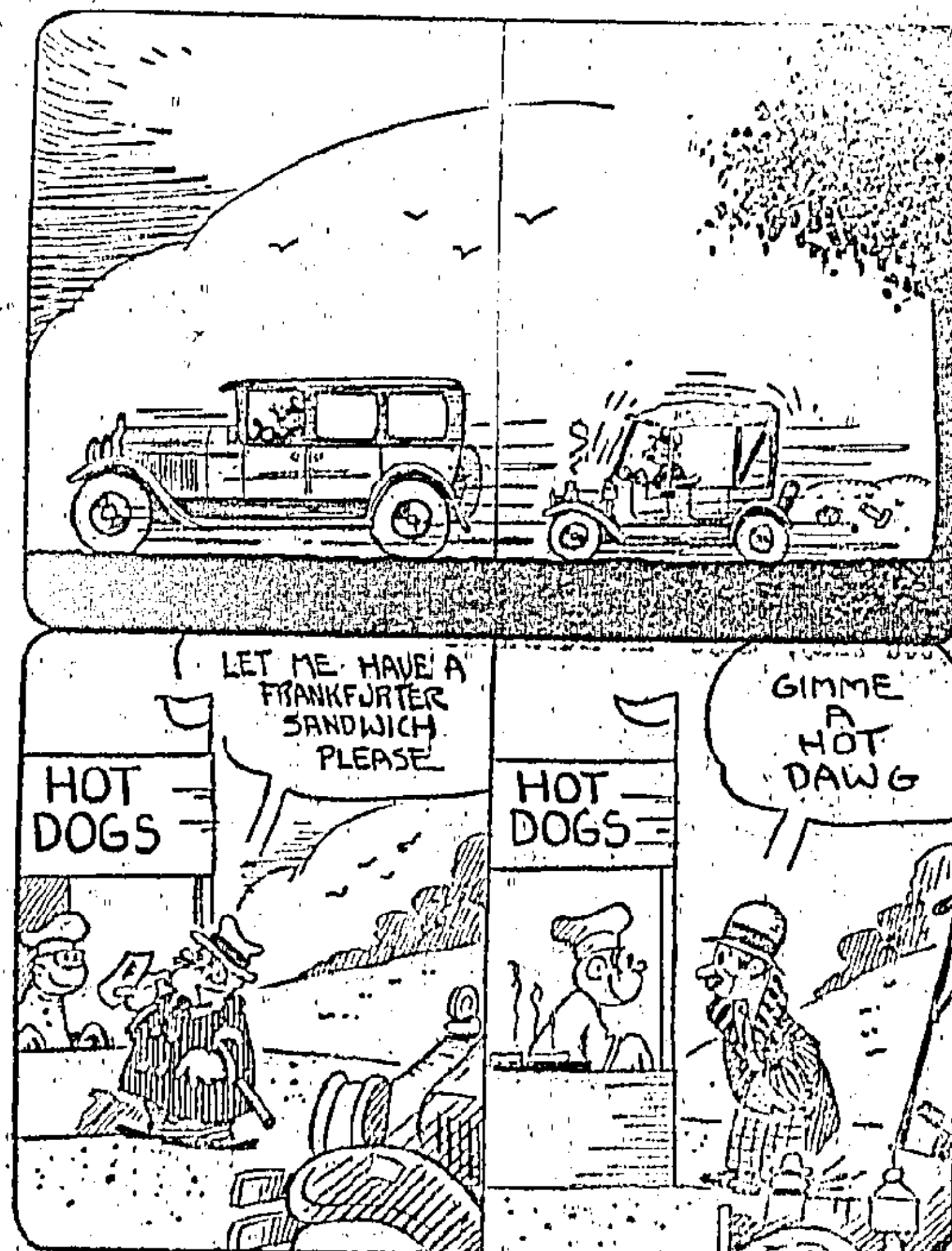


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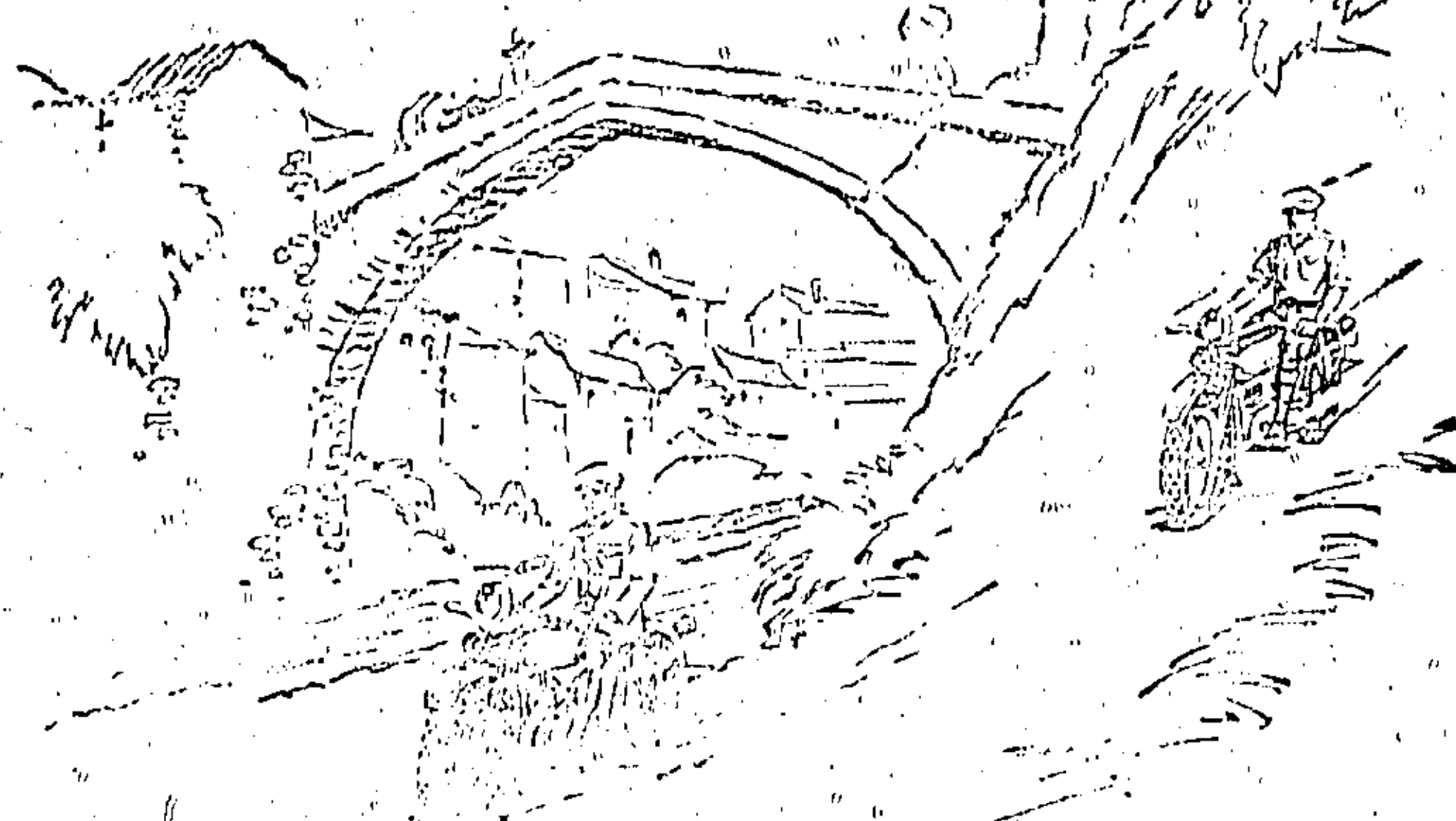




Only in Goodyear Motor cycle Balloons can you get (1) a true balloon tyre made with Supertwist, (2) the famous All-Weather Tread, and (3) real Goodyear economy. You want these things so—

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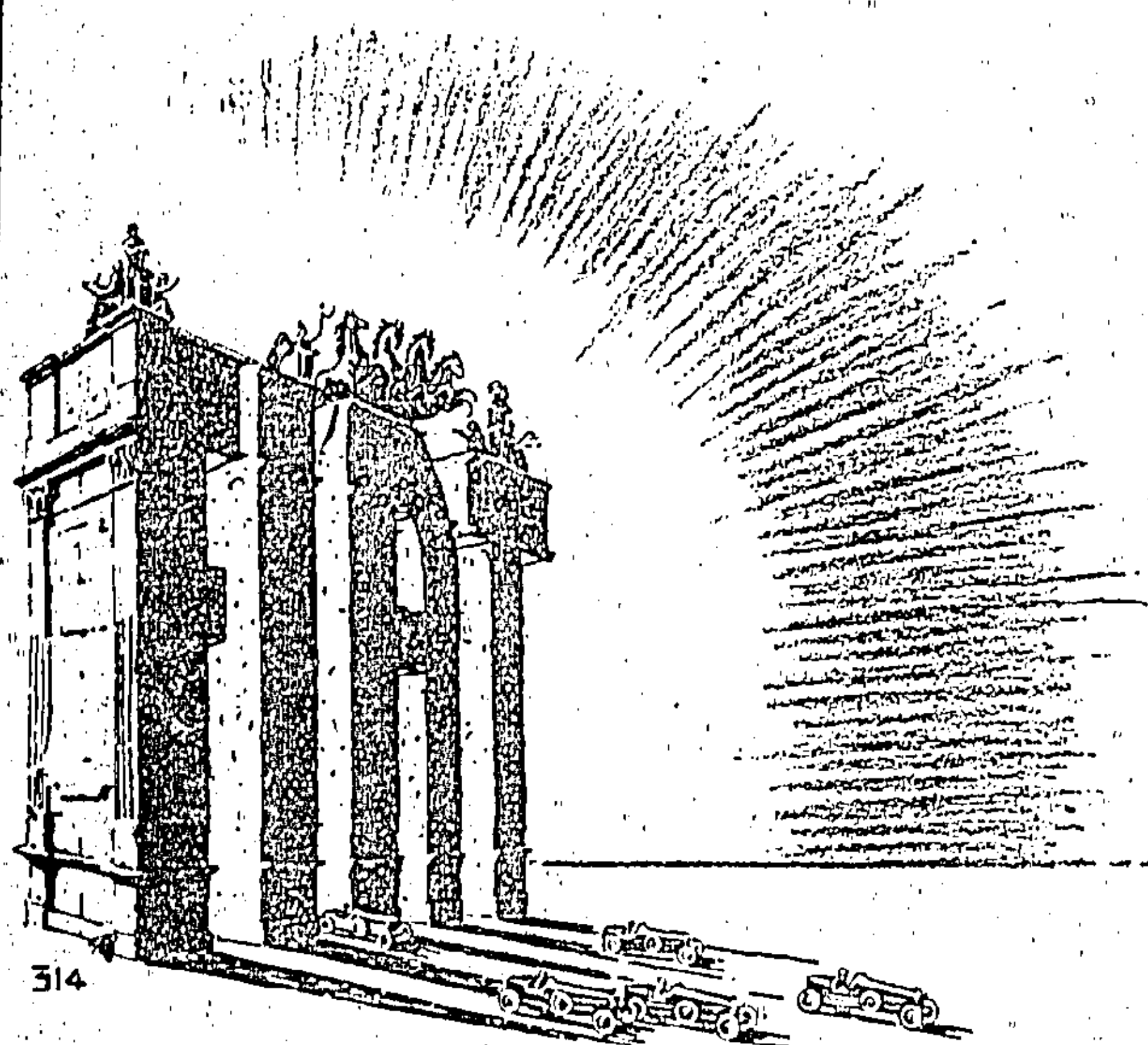
GOOD YEAR



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BANK OF CHINA BUILDING, HONGKONG.



The Triumph of The FIAT.

In the Italian Thousand Miles Race, and the race for the Lake of Garda Trophy.

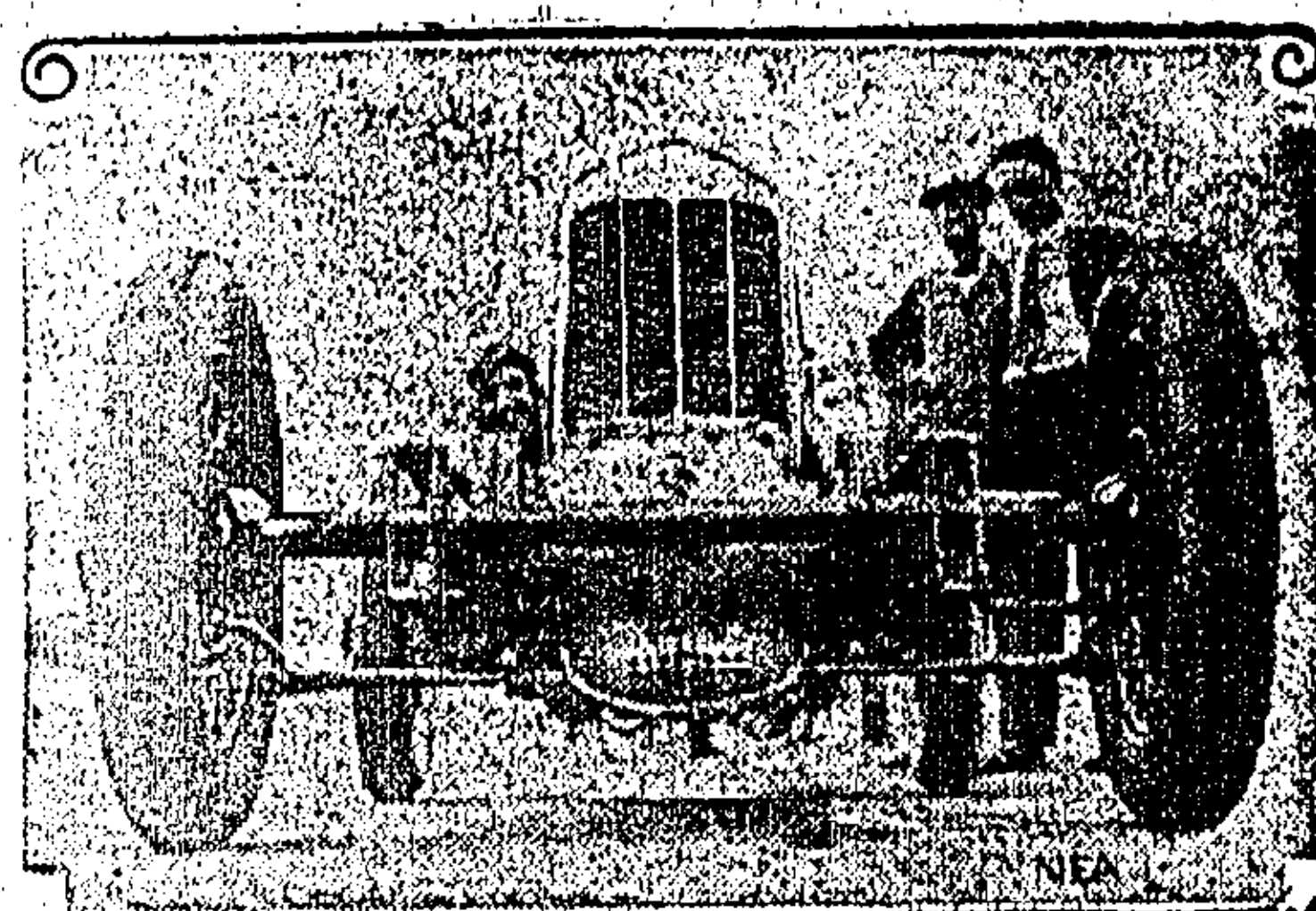
1st, 2nd and 3rd Places won by FIAT 509

The "509" and other recent FIAT models can be seen at the new FIAT Showroom, 67, Des Vœux Road.

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SOC. ITALIANA. IMP. ESP. ESTREMO ORIENTE, LTD.
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China Building 3rd Floor, Telephone C. 2221.

FRONT-DRIVE RACING CARS.



This year marked the entry of almost a dozen front drive racers at the annual Memorial Day races at Indianapolis. This is a type—the Miller Special driven by Dave Le wis.

THE FUEL SYSTEM. ROUND THE WORLD.

Locating Trouble.

[By Israel Klein.]

The car is running along smoothly and picks up quickly, when there is a sudden series of backfires. It's especially when the engine is speeded up, or the car is climbing a hill with the accelerator down to the floor board, that this backfiring occurs.

What's the trouble?

The fuel system, most likely, is clogged.

The line from the main tank to the vacuum tank may have some dirt or sediment in it, enough to stop the flow to the vacuum tank. The strainer at the top of the vacuum tank may be holding up the flow of fuel. The carburetor may be clogged with dirt.

The way to find the seat of such obstruction is to work backward from carburetor to main tank.

First, the carburetor. If the carburetor leaks badly, the float needle valve doesn't seat properly, due to sediment under it. The needle valve should be turned a few times, to clear this sediment.

If the carburetor is dry, however, the trouble is in the system ahead of it.

Next, the vacuum tank. Sometimes fuel is drawn direct from this tank to the inlet manifold, due to a leaky valve in the tank. This can be ascertained by releasing the connection to the manifold and noticing whether any fuel is dripping from it. This line should be dry, for it is used as a suction line to the vacuum tank.

To test the vacuum tank, remove the plug at the top and pour in a small amount of gas. Start the engine and run with the throttle closed as near as possible to idling when suction is greatest.

While the engine is running, put your finger at the plug opening and feel if there is any suction. If so, the vacuum tank is working properly, and the trouble is somewhat ahead of this.

Of course, there must be gas in the main tank. If so, the vent in the cap must be open. If that's the case, the trouble most likely lies in the line between the main tank and the vacuum tank. Probably a chunk of dirt lodged in a curve, stopping the flow of gas.

To clear this, release the line at the top of the vacuum tank, attach the hose of a tire pump and pump air through it a few times. This will force any obstruction back into the main tank and open the fuel system.

To avoid recurrence of the trouble, the main tank should be drained and cleared of sediment.

Interesting Motor Cycle Tour.

The local office of The Asiatic Petroleum Company, Ltd. has recently received an interesting letter dealing with the exploit of two British motor cyclists, Capt. Malins and Capt. Oliver, who are at the present moment trying to complete a trip round the world on "Temple" motor cycles.

Writing from India, Capt. Malins stated that their machines were receiving their first overhaul after 5,800 miles of the journey had been completed. He pays a tribute to "Golden Shell" lubricating oil. When the cylinder heads were taken off, there was only a very small quantity of carbon deposit both on the pistons and cylinder heads, although, in view of the exceptionally heavy going, it was expected that they would be well gummed up.

On one occasion, when crossing the desert, the riders travelled along for over 28 miles in low gear, while another equally unpleasant stretch of 15 miles had to be negotiated, revving high, all the time.

In conclusion, Capt. Malins says, "I can only express my supreme confidence in "Golden Shell" oil. It is truly a remarkable product, and a worthy partner of "Shell" motor spirit.

HIGHWAY COSTS.

The Motorist's Share.

The congress of the Institute of Transport was held at Birmingham recently.

"Highway cost per ton mile of traffic" was the title of a paper contributed jointly by Mr. E. S. Shrapnell-Smith, president of the Commercial Motor Users' Association, and Mr. W. P. Robinson, county surveyor of Surrey. Taking the latest data available, they estimated that the 1927 highways account figures would in due course be found to show a total expenditure of £56,000,000. Of this sum, there would fall to be met from local rates £30,500,000, motor traffic would bear £13,000,000, and £7,500,000 represented expenditure on works done out of loans. The authors saw no reason why the present scale of direct motor taxation should fail to cover in every instance the related cost of the motor traffic using any improved highway, including the service of the capital expended upon its reconstruction where necessary, provided the system of distribution of grants from the Road Fund was brought more closely into line with the requirements disclosed by traffic censuses from time to time.

ANOTHER OIL SCANDAL.

A thousand miles of burning, churning service in a car is deemed sufficient service for good oil. And he who values bearings and who hopes to travel far won't attempt to lubricate with grit and soil. Which is just an introduction to the coming explanation.

Of a man who tried to change this rule. He kept a service station.

And had a growing clientele which gave him utter trust in the service and efficiency he sold. He groomed their cars and tuned them up, and did it well—all just.

Attracted him to paths of easy gold. Then planned to use the oil drained from the pump and quite unusable.

A scheme of utter mendacity and really inexcusable.

The case of this deception led him on to greater crime: While bearings began to trickle and grow thin he let the engine wallow in accumulated grime. And charged for oil that didn't leave the tin. Results of this as you can see were crops of large and small repairs.

He flourished like the green bay tree, and made more cash on work and spares.

He might have gone on wrecking cars and many a bank account.

If he hadn't, in a boastful kind of way, disclosed his scheme unto a wench who then was paramount.

In his esteem, coincidence, you'll say, Arranged that this lass had decided, then, to hit him for another.

Swift, in her new friend she confided. He, in turn, informed his brother.

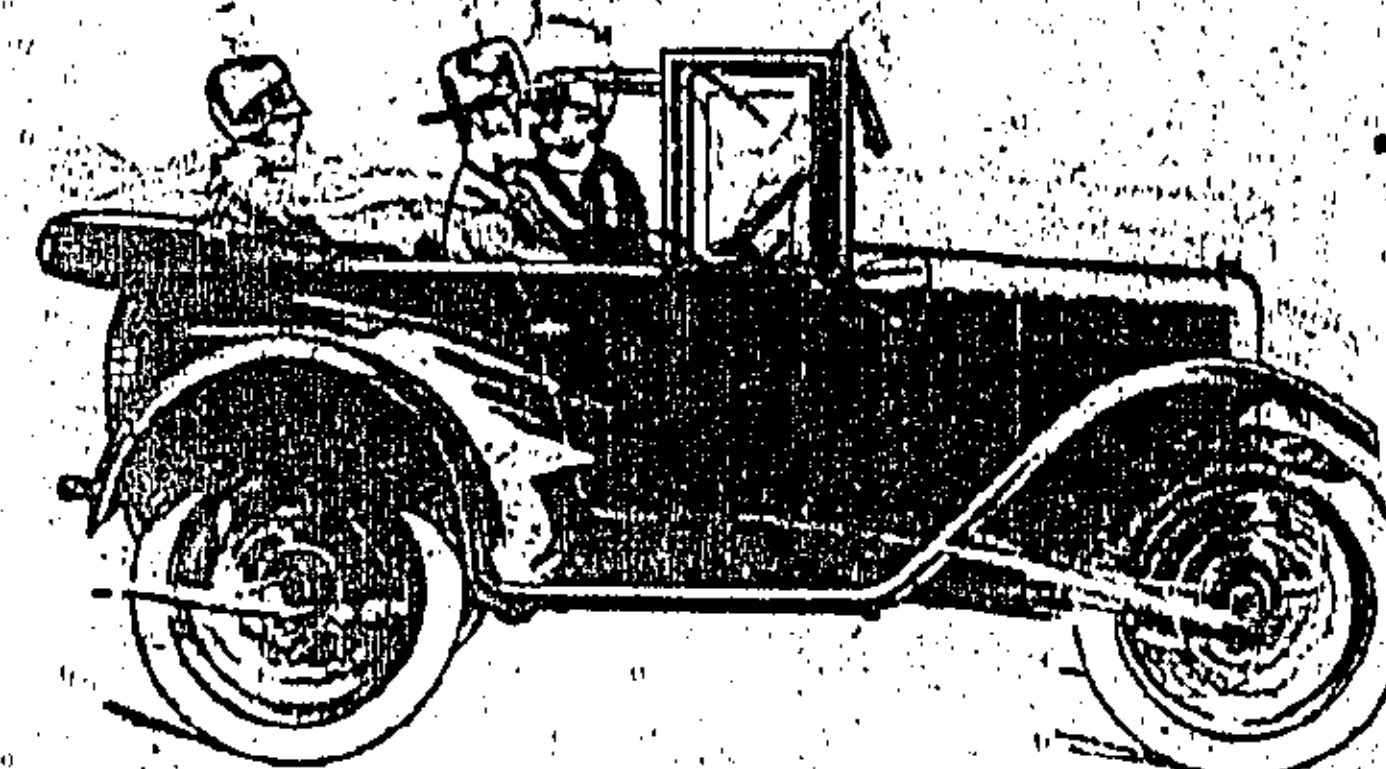
The brother was a victim of the service merchant's greed. He told the other clients in quick time, And wretchedly conferring, they devised with rage and speed.

A punishment to apply, fit the crime. Two bathhouse that of every waste they made that thieving merchant eat.

Then blurred it down with grinding paste. The bearings still show signs of heat.

—Tex O'Lins. (Sydney Sun)

THE "AUSTIN SEVEN"



Only takes a day's wages to run it for a month. Not a month's wages to run it for a day! The only car which you can run and save money at the same time.

REMEMBER, A FEW \$s WILL DELIVER TO YOUR DOOR ONE OF THESE MODELS.

Balance payable to suit you. Stocks carried.

ALEX. ROSS & Co. (China), Ltd.

New Offices, May 1.—Prince's Building.

2 floor,—Ice House St. Entrance.

ESSEX SUPER SIX MOTOR CARS

17.32 H.P.—110-inch wheelbase—144.67 cubic inches piston displacement.

| | | |
|---------------|----------|---------|
| Roadster | 2-seater | GS 980 |
| Touring | 5-seater | GS1,150 |
| Coupe | 2-seater | GS1,150 |
| Coach | 5-seater | GS1,150 |
| Special Coupe | 2-seater | GS1,180 |
| Sedan | 5-seater | GS1,250 |

DODGE BROTHERS MOTOR CARS

24.03 H.P.—116-inch wheelbase—212.27 cubic inches piston displacement.

| | | |
|----------------------------|----------|---------|
| Roadster | 2-seater | GS1,100 |
| Special Roadster | 2-seater | GS1,150 |
| Rumble Seat Sport Roadster | 4-seater | GS1,250 |
| Touring | 5-seater | GS1,125 |
| Special Touring | 5-seater | GS1,175 |
| Sport Touring | 5-seater | GS1,210 |
| Touring | 7-seater | GS1,320 |
| Special Touring | 7-seater | GS1,370 |
| Coupe | 2-seater | GS1,275 |
| Special Coupe | 2-seater | GS1,325 |
| Sedan | 5-seater | GS1,325 |
| Special Sedan | 5-seater | GS1,375 |
| De Luxe Sedan | 5-seater | GS1,500 |

HUDSON SUPER SIX MOTOR CARS

29.40 H.P.—127-inch wheelbase—288.60 cubic inches piston displacement.

| | | |
|----------------------------|----------|---------|
| Touring | 7-seater | GS1,500 |
| Coach | 5-seater | GS1,775 |
| Sedan | 5-seater | GS1,830 |
| Rumble Seat Sport Roadster | 4-seater | GS1,890 |
| Brougham (Custom Built) | 5-seater | GS2,080 |
| Sedan (Custom Built) | 5-seater | GS2,270 |
| Sedan (Custom Built) | 7-seater | GS2,375 |

PACKARD SINGLE SIX MOTOR CARRIAGES

29.40 H.P. R.A.C. Rating—block test actually develops more than 80 H.P.—288.60 cubic inches piston displacement.

| | | | |
|--|----------|-------|----------|
| MODEL 426—SINGLE-SIX—126-INCH WHEELBASE. | | | |
| Phaeton | 5-seater | | G\$2,665 |
| Rumble Seat Roadster | 4-seater | | G\$2,765 |
| Sedan | 5-seater | | G\$2,765 |

| | | |
|---|----------|---------|
| MODEL 433—SINGLE-SIX—133-INCH WHEELBASE | | |
| Touring | 7-seater | GS3,215 |
| Coupe | 4-seater | GS3,215 |
| Club Sedan | 5-seater | GS3,255 |
| Sedan | 7-seater | GS3,335 |
| Sedan Limousine | 7-seater | GS3,435 |

PACKARD STRAIGHT-EIGHT MOTOR CARRIAGES

39.20 H.P. R.A.C. Rating—block test actually develops more than 105 H.P.—384.80 cubic inches piston displacement.

| | | |
|---|----------|----------|
| MODEL 336—STRAIGHT-EIGHT—136-INCH WHEELBASE. | | |
| Phaeton | 5-seater | G\$4,185 |
| Rumble seat Roadster | 4-seater | G\$4,290 |
| Sedan | 5-seater | G\$5,800 |

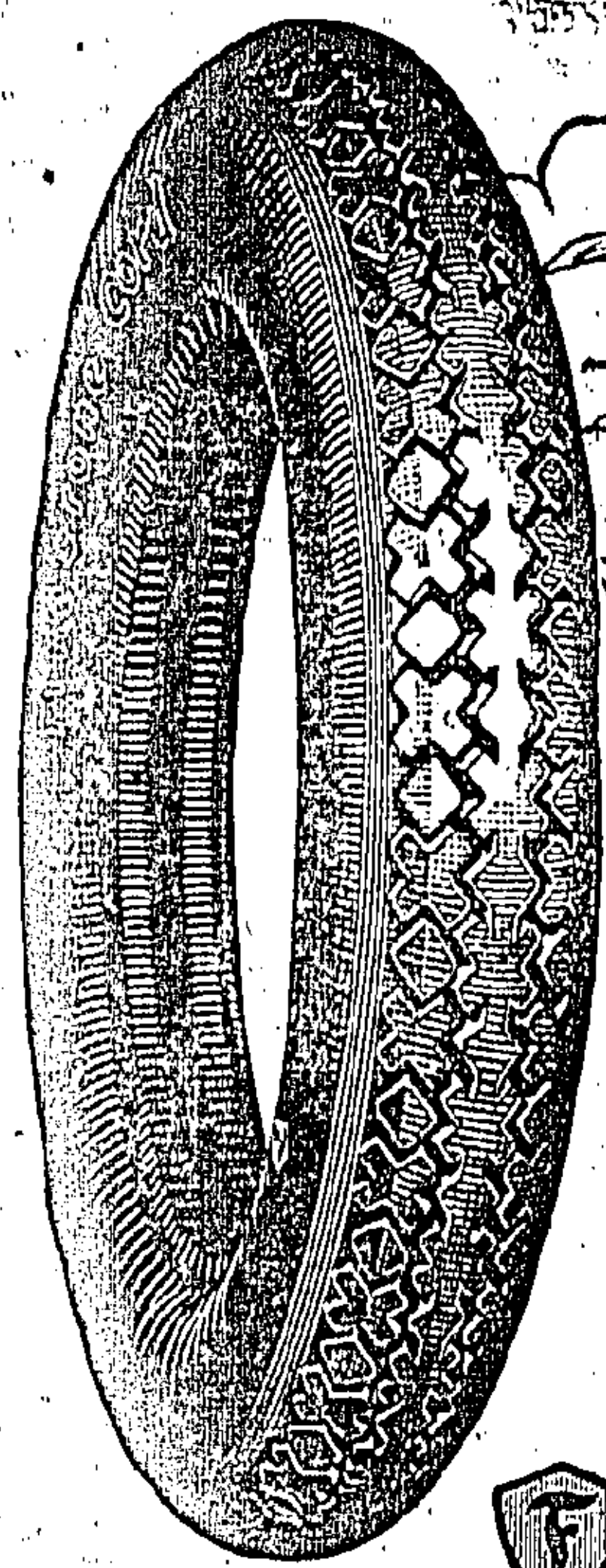
MODEL 343—STRAIGHT-EIGHT—143-INCH
WHEELBASE.

The above prices are for delivery in Hongkong or Kowloon. All prices and specifications subject to change without notice.

THE DRAGON MOTOR CAR Co., Ltd.

Telephone Central 1246 or 1247.

88, WONG NEI CHUNG ROAD, HAPPY VALLEY.



Thoroughbred Action

Sturdily built to withstand hard service in city or province. The exclusive Firestone process of Gum-Dipping insulates and impregnates every strand of every cord with rubber—building cushioning and resilience, while minimizing internal friction.

Engineered to give utmost dependability, Firestone tyres assure fewer annoying tyre changes and lower petrol consumption.

Made in all standard and millimeter sizes.

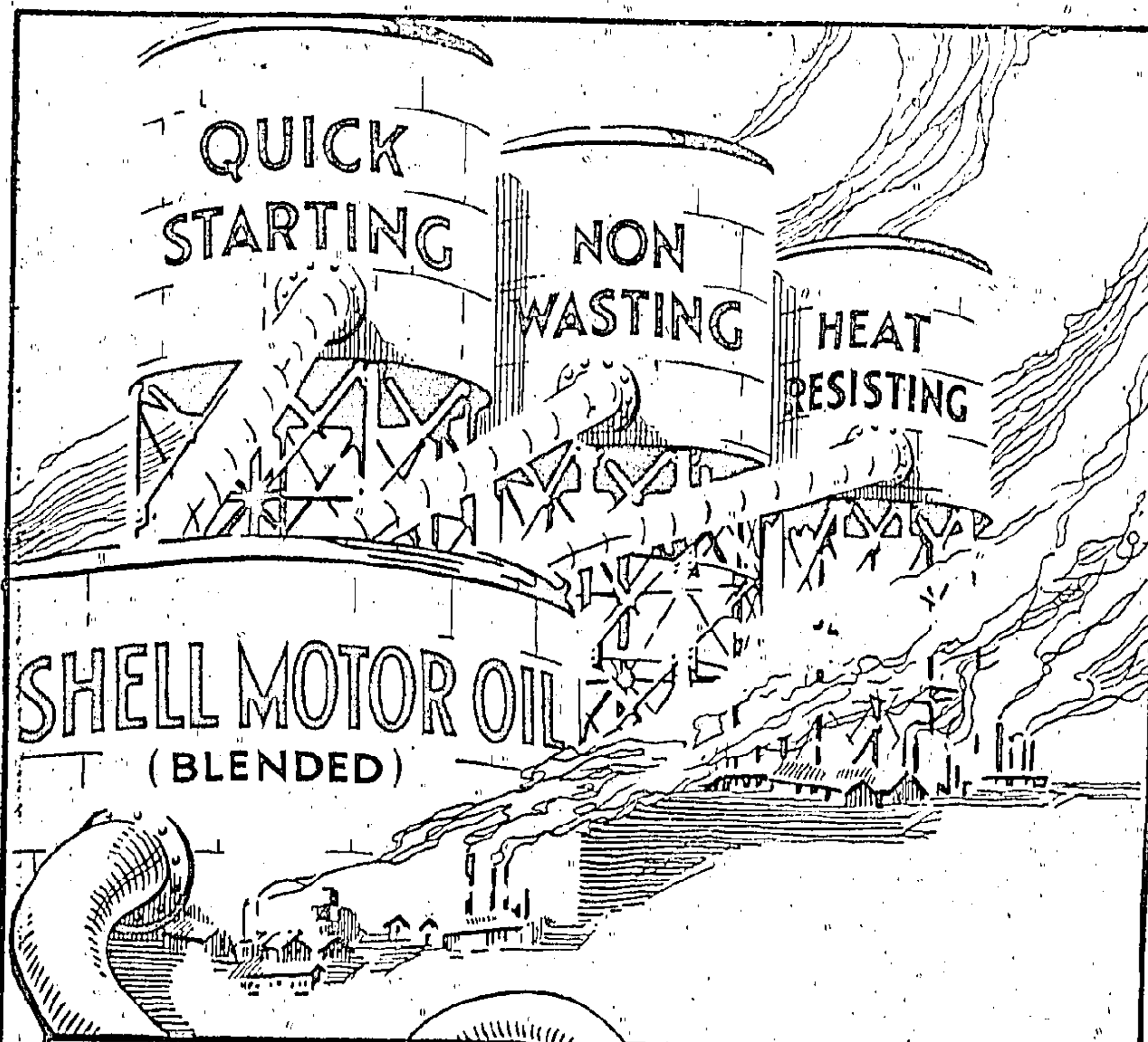
Made Within the Empire.

Firestone

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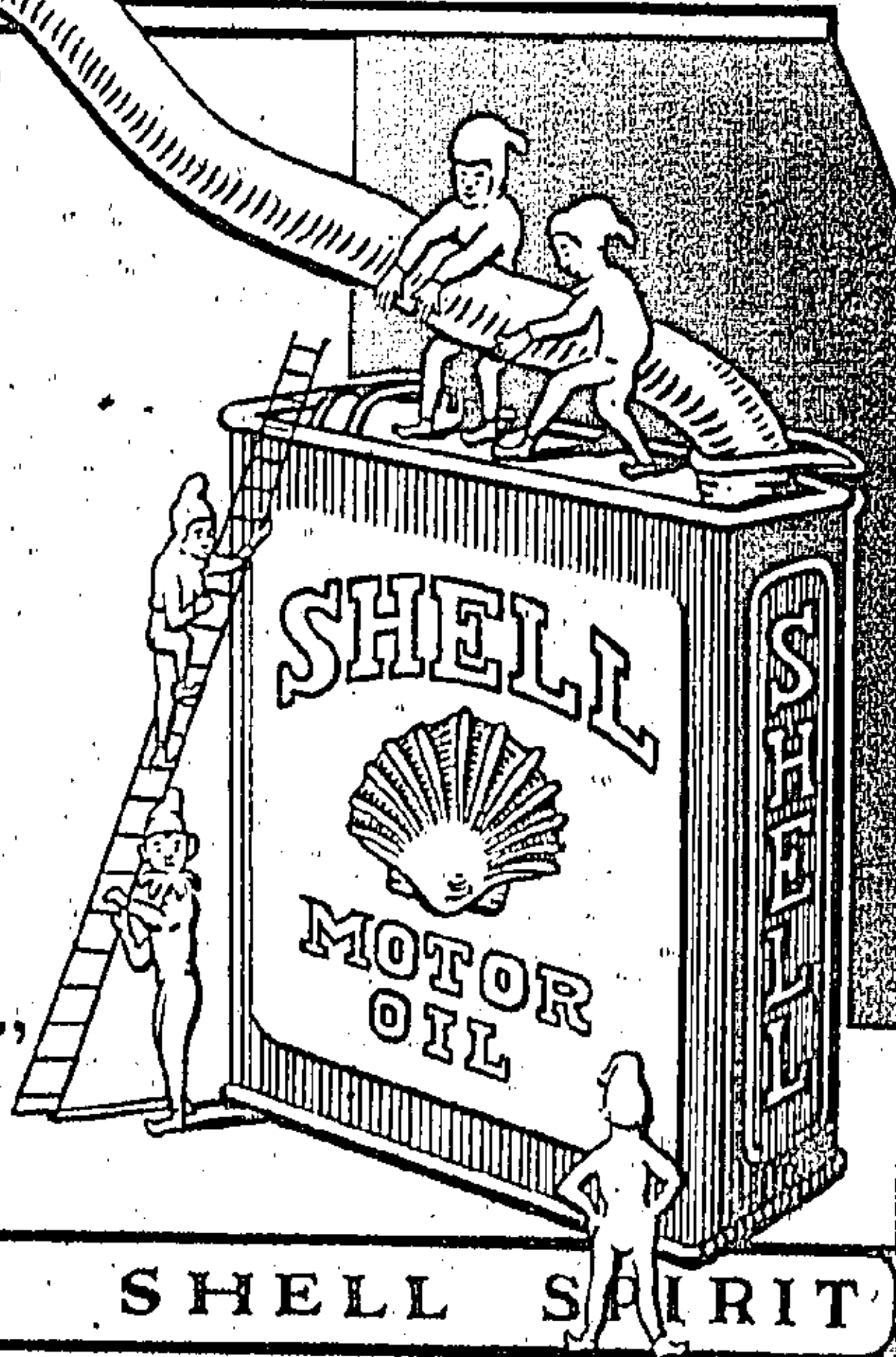
SHELL offers you motor lubricating oil scientifically blended to do properly the three things which oil ought to do.

1. At cold air temperatures it is free flowing to give quick starting.
2. At crankcase temperature, relatively thick to ensure economical consumption.
3. At cylinder temperature it has good fluidity to reduce friction but retain sufficient body to ensure efficient lubrication.

Shell Oils as sold to the public are exactly the same as were used to set up the world's speed records of 1926 for both cars and motor cycles.

Asiatic Petroleum Co. (S. China) Ltd.,

ASIATIC BUILDING.



AS GOOD AS SHELL SAFETY

AFTER FIVE YEARS.

Average Car's Value.

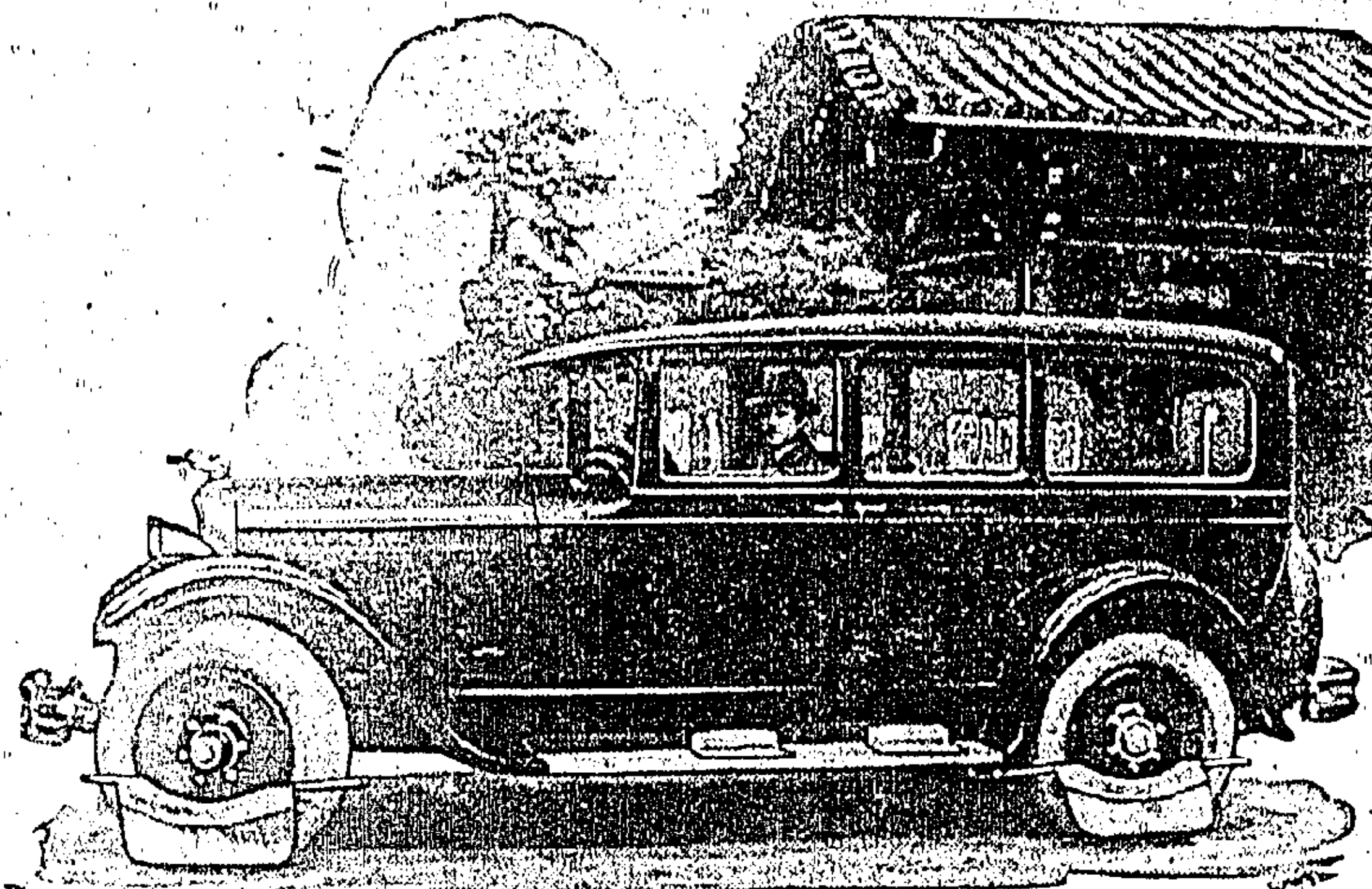
The average car that has run five years has a market value of

only 9 per cent. its original price, says Col. Leonard P. Ayres, Cleveland. Of 18 cars he tabulated the lowest was 5 per cent., and the highest 17 per cent.

The average new car, after its

first year of use, has a value of 62 per cent. its original price. His estimates of depreciation the first year, range from a drop to 36 per cent. of the car's original value, up to one of 63 per cent.

DEVICE TO PREVENT MUD SPLASHING.



A Studebaker "President" car fitted with a novel arrangement to prevent splashing.

RUNNING OVER SNAKES.

[By Michael Terry, F.R.A.I.]

When the news came through that the Royal visitors had run over a poisonous snake in their motor car, I at once realized the lucky escape they had had.

The risk for them lay not so much in the actual killing of the reptile, as in the risky predicament in which the occupants of the car might have found themselves long before the driver had pulled up. For one of the most silly practices one can indulge in is to try to run over a snake as one speeds along a bush track.

During the heat of the day when the leaves hang still and lifeless on the limbs of the gum trees, especially during the wetter portion of the year, it is no uncommon experience in the day's run to see at least one snake coiled up in the roadway, taking its sunbath.

Had you think, here's where we rid the world of a pest. You speed up and steer straight for the horrible thing. It uncoils itself, straightening out as it slithers towards the safety of the bush. You steer a bit more to one side, and before you can think it has disappeared beneath your mudguards, out of sight. Out of mind, you think—oh, no!

What has happened on many occasions has actually happened to me twice—so I know. Only too easily you misjudge your distance, and the wheel runs over the back portion of the snake, making it rear up; at the same time the wheel casts it up from the road and before you can say knife it is across the bonnet or even inside the car!

During 1920 I was riding in a large service car, from Grafton to Glen Innes in northern New South Wales, lolling half asleep in the back seat. Suddenly I was rudely awakened by something long and black thrashing about on the running board, not a couple of feet from my head. And that thing was a black snake six feet long, second only for its deadliness to the tiger snake the duke escaped from.

Fully awake in a flash, I made for the far corner of that seat like greased lightning. The driver slapped on the brakes as hard as possible, for the snake had got entangled in some luggage strapped beside the body. Directly we skidded to a halt in the dust everyone bundled out of the car and rushed to the trees for sticks, and banged the snake to a pulp on the roadside in a jiffy.

My other experience was in Western Australia. Two of us were on a long journey—I was having my spell from driving and slacking in comfort in the back beneath the shade of the hood, for the day was hot. Suddenly my companion called out a warning, and even as he did so something long and sinuous slapped against the wind screen and landed with a thump—oh, no, not on the running board this time, but, horror upon horrors, actually in the back of the car with me!

Like a cat-burglar making his getaway, I slung myself out of that back seat with an agility I have never discovered since. Hanging on to the running board in comparative safety, gripping the hood stays, till the car slowed, I slipped off on to the hard, comforting road as soon as I dared. Nor was the driver slow in leaving the unwelcome arrival in sole possession of our automobile.

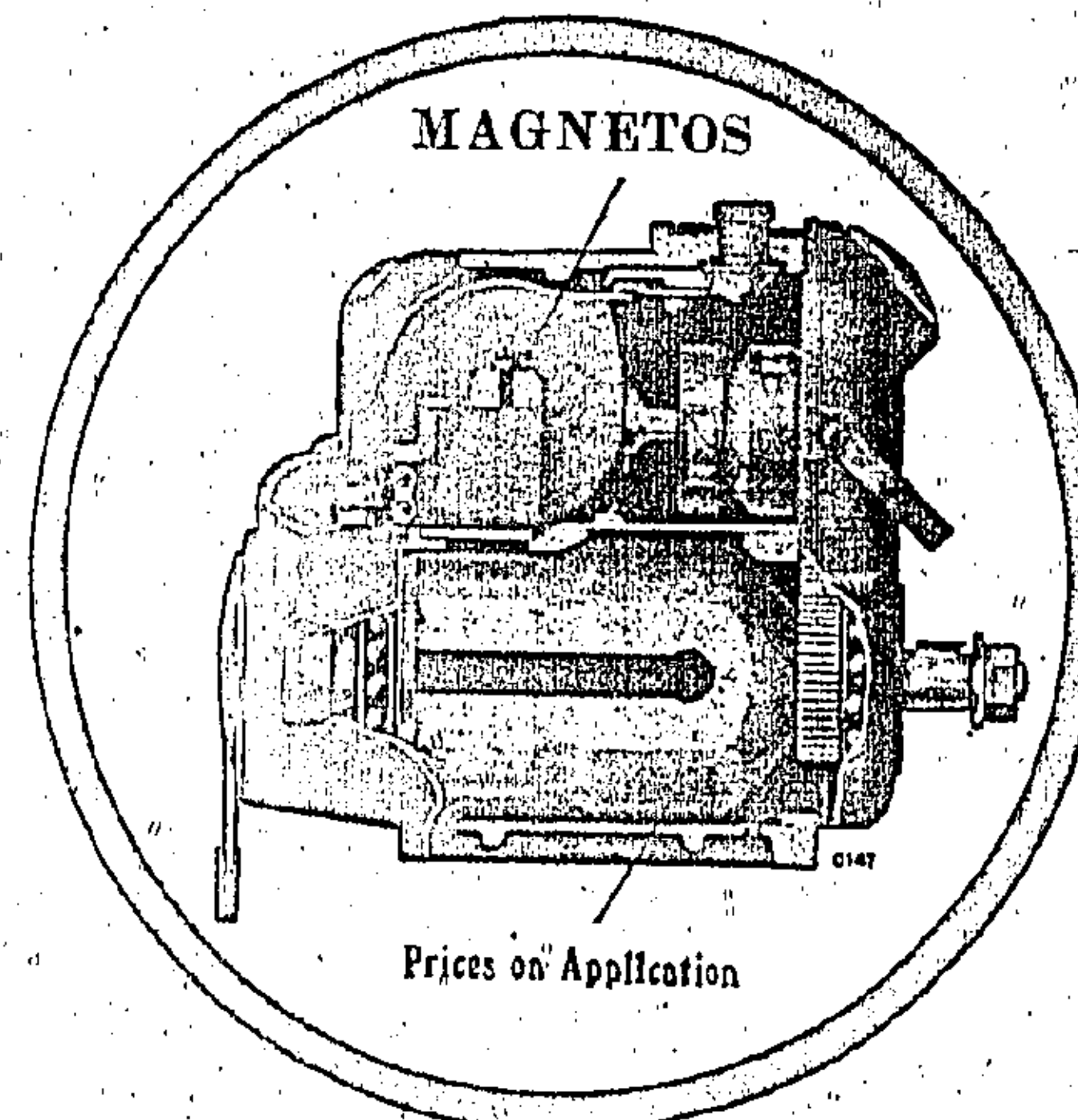
Sticks being, unfortunately, not handy while one kept watch that the snake was not coming up out of his refuge, we pulled the jack handle out of the tool box on the side of the car. We seized an axe, also, and then proceeded to make mincemeat of the tenant of our car.

So you can see that there must

be some kindly fate watching over the Duke and the Duchess, for had they been urgent need for the knife things been just the tiniest little and potassium permanganate.—Ez.

SCINTILLA

MAGNETOS



Prices on Application

THE HONGKONG HOTEL GARAGE.

Queen's Road, C.

Telephone C. 4759.

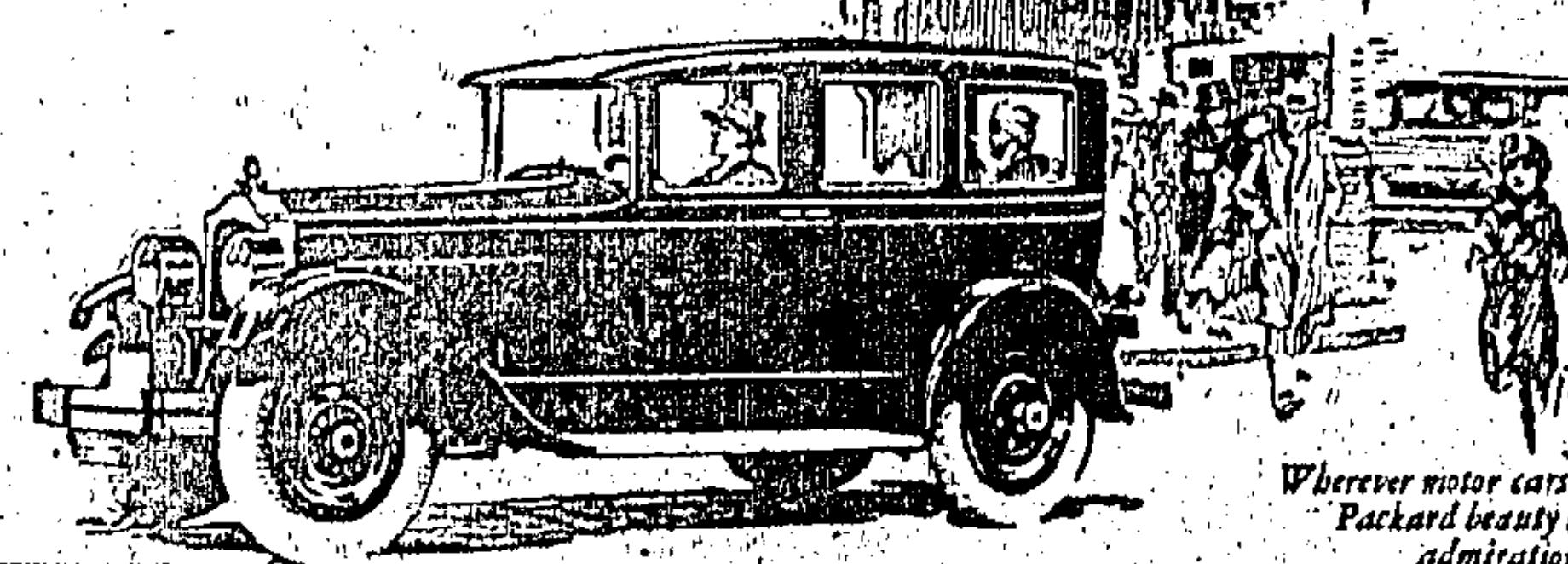
PACKARD

As the Woolworth Building has defined the trend of architecture for metropolitan business structures, so Packard has established a fashion standard for good motor cars.

Clean, straight lines, exquisite attention to interior niceties and quality fittings throughout, have added that smartness to traditionally brilliant performance which explains Packard's continued domination of the quality field.

Only the designers know the strength of those choicest steels which are concealed beneath the beautiful exteriors of car and building.

THE DRAGON MOTOR CAR CO., LTD.
Telephone Central 1246 or 1247.
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HAPPY VALLEY.



Wherever motor cars are driven Packard beauty compels admiration.

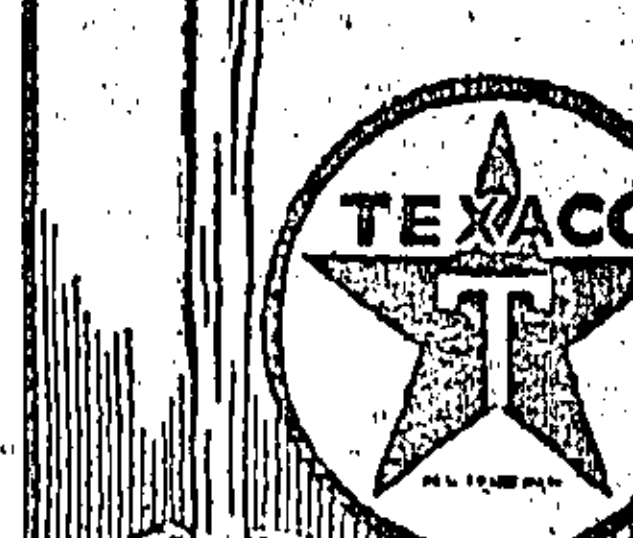
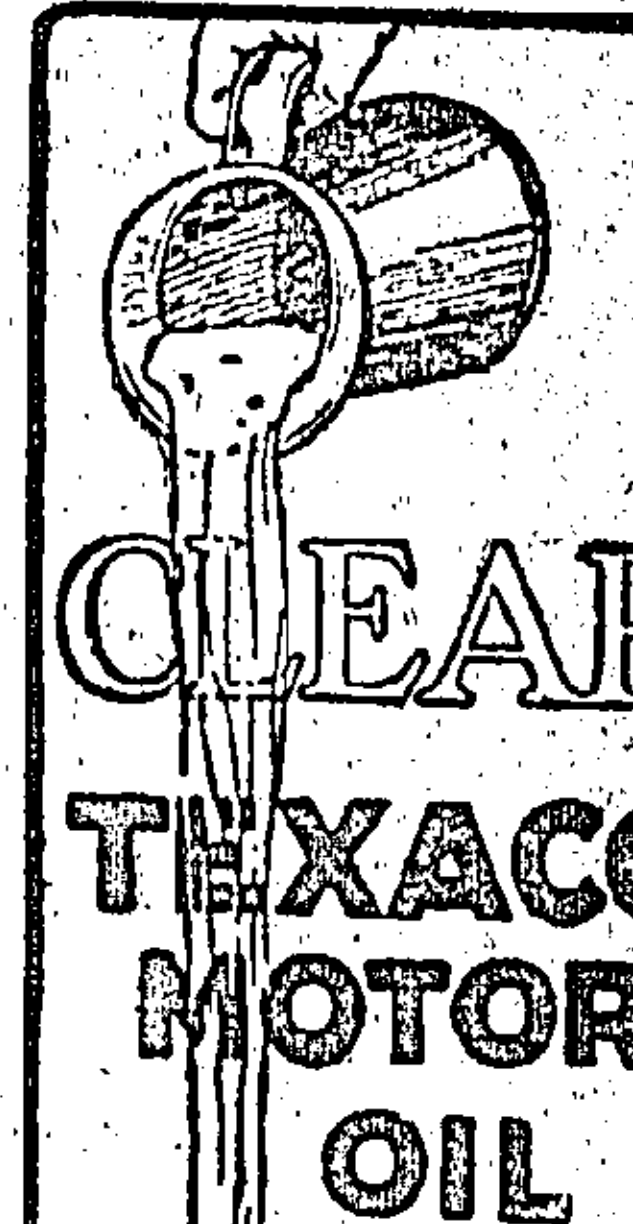
ONLY PACKARD CAN BUILD A PACKARD

LAST OF WAR T

Observers at Washington the repeal of the remaining per cent war tax on automobiles the coming session of Congress is believed this will be a strategy on the part of the to keep the present "admin" in power.

MILLIONS IN DAM

The Mississippi flood with the highway departments various states affected millions dollars to replace the road bridges damaged. Missouri reports a loss of a million only the first two weeks flood.



TEXACO
GASOLINE
THE VOLATILE GAS

DISTINCTIVE
UNIFORM
QUALITY

DO YOU KNOW?

THAT! The Bean "Short Fourteen."

CAN! Take the Peak "on top" with 5 Passengers up. Accelerate from 5 to 40 miles in 6 seconds and average over 25 miles per gallon.

HAS Four Wheel Brakes. 28 by 4.95 Dunlop Cord Balloon Tyres.

IS! Replete with all Accessories.

Nothing More to add or Buy and Service After Purchase.

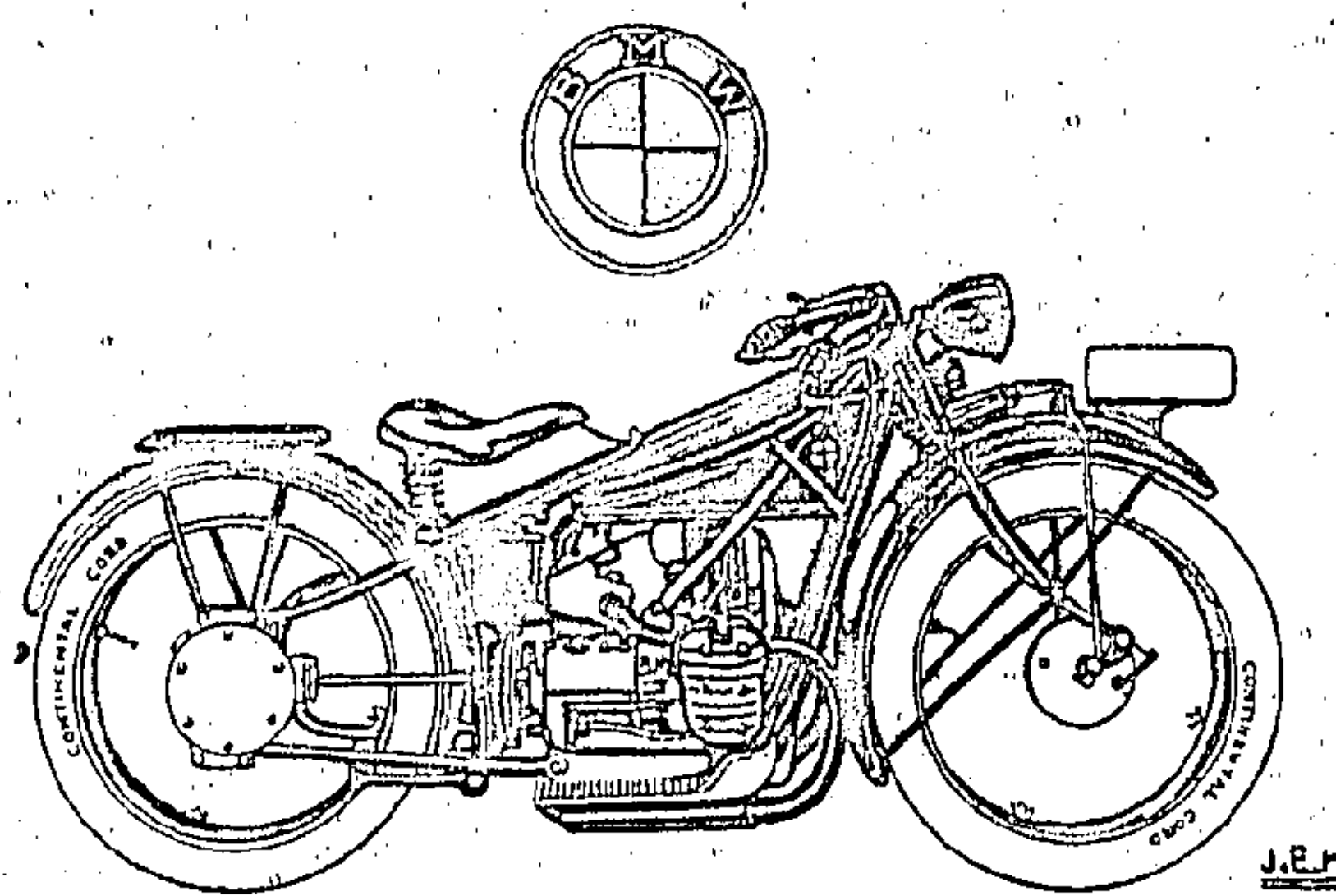
Investigate this Car with the wonderful Aluminium Curl Finish and Astonishing Accelerating Powers.

Complete and Ready for the Road £295-0-0.

Write or Call for Demonstrations—

LANE, CRAWFORD, LTD.,
SOLE AGENTS.

THE B.M.W. TOURING MOTOR CYCLE



12 B.H.P. MODEL R42 500 c.c.

The new B.M.W. Touring Model represents the latest and most progressive form of engineering development applied to motor cycles.

In designing the R42 model, it has been the maker's endeavour to procure with all possible expediency, every step of technical progress and every item of riding experience for the benefit of a wide circle of clients. The outcome of this endeavour has been to produce—

The most modern Touring Motor Cycle of the highest quality ever put on the market.

A FEW NOTABLE FEATURES

Engine entirely water and dust proof.
Double Frame throughout.
Increase of engine power to 12 brake horse power.
Rims suitable for normal or balloon tyres.
All gearing effectively enclosed in oil-tight casings.
The universally recognised advantages of shaft-drive.
Bosch head and rear lights—Speedometer—Horn.
All spare parts in stock in Hongkong.

May we give you further details of this super-motor cycle?
If you are interested in the most luxurious two-wheeled machine in the world, please call or write for full specifications and particulars.

PRICE H.K. \$880.00

Sole Agents:—CHIEH HSIN ENGINEERING CO.
First Floor, Asiatic Building.

HINTS FOR THE MOTORIST

ALBERT L. CLOUGH

FINAL DRIVE-GEAR ADJUSTMENT (CONCLUDED).

The following instructions apply to readjustment procedure on a typical form of axle, which is very largely used. If the pinion-shaft can be pulled in and out more than barely perceptibly, its bearings need tightening. Loosen the locking ring-nut around the nut under it until only the slightest endwise freedom remains. Tighten locknut and restore sheet metal washer that locks the two nuts together. Alignment of the large ends of the gears is done by adjusting the whole pinion-shaft in or out, by screwing the sleeve which carries it in or out of the neck of the axle housing. Remove the clamp-bolt and the lock which engages notches in the edge of the sleeve and screw the whole sleeve in the direction required until the gear teeth are flush, setting the lock in the nearest notch and fastening its clamp-bolt. To correctly mesh the ring gear with the pinion it must be moved to the right for closer and to the left for looser engagement. This involves loosening the locking wires and the locks of the two bearings, one on each side of the differential carrier, which locks are similar to that on the pinion-shaft sleeve. To mesh the gears closer screw the notched adjusting ring of the left bearing in and that of the right bearing out, by the same number of notches. To secure looser mesh reverse the above procedure. Backlash of 0.005 inch between the teeth of the two gears is correct. When this is secured, and play in the differential carrier is taken up by adjusting its two bearings together until end shake is only just perceptible, and checking up gear backlash to see that it has not been disturbed. Great care should be taken that the locks are in notches of their adjusting rings and that the bearing cap bolt lock wires are replaced to hold the locks in place. After all these adjustments, the gear mesh may not be the most silent obtainable and sometimes a slight change of pinion-shaft adjustment, one way or the other, may improve conditions. In a later article more exact methods for verifying mesh will be explained.

Starter Gears Jam.

Question: Quite often, when I step on the starter button of my car, the engine won't budge and when I try to turn it over with the handcrank, it takes all my strength to move it, but after it is loosened the engine handcranks easily and the starter turns it all right. What causes this?

Answer: When you have this trouble it is because the teeth of the starter pinion do not mesh properly with the teeth of the fly-wheel gear. They come together wrong and jam one another so that they are locked and the starter motor cannot turn. The usual cause of this failure to mesh properly is that the pinion shaft is bent or that the starter drive is not properly aligned with the fly-wheel gear. You better drive your car around to an electrical station which services cars of this make and let them see what is causing this faulty starter gear mesh.

Carbon Knock Recurs Early.

Question: After I had driven my car 800 miles the engine began to knock, when pulling on a hill. I had the carbon removed and the valves ground and it ceased to knock for about 700 miles, when it commenced again and the more it is driven the worse the knock gets. What can you suggest?

Answer: Apparently the first case of knocking was due to carbon and it is fair to assume that your

PACKED PARIS.

Streets Still Jammed.

Issues which we have always considered as of comparatively recent origin can be traced back as having been knotty points centuries ago. History verily repeats itself.

Traffic problems in Paris have not changed much in 250 years. The streets are jammed now. The streets were jammed likewise under Louis XIV.

Some one has dug out of the writings of Nicholas Boleau, the great French poet, critic, and artist, his complaint against the overcrowding of the streets. There were only a thousand carriages in those days. There are about 700,000 vehicles of all sorts running about Paris to-day.

present one is due to the same cause. Can't you run with a little leaner mixture, after you have the carbon cleaned out, and thus make it accumulate more slowly, also have any oil-pumping which may be present, overcome? Perhaps if you installed another cylinder-head gasket in addition to the present one and readjusted the valve clearances, it would run considerably longer before knocking recommenced. Why don't you try running on one of the brands of anti-knock gasoline and see if that does not help? It would not cost you much more to use this kind of fuel.

Locating Compression Rings.

Question: I propose to install two special compression-rings on each of the pistons of my engine. As there are four rings on each piston, please tell me where to place the new ones.

Answer: We should install them in the two top grooves of each piston.

JOIN



THE HONGKONG AUTOMOBILE ASSOCIATION

A Few Advantages:—

10% Off Motor Car Insurance
Free Legal Advice
Reliable Drivers Supplied
Free Mechanical Advice
Associate Membership of the B. A. C. and A. A. London.

All Communications for Membership etc. to
REV. G.E.S. UPSDELL,
Hon. Secretary,

P.O. Box 116.

NEW AERO ENGINE.

Runs Upside Down.

Progress towards the development of a new type of aero engine which will be required if commercial flying is to be anything of a success, is slow but sure. A milestone was marked at Southampton recently when trials took place of a new Beardmore engine specially designed for commercial work. This has six cylinders in line, but the whole engine is inverted, the cylinders being underneath and the crankcase on top.

This arrangement has many advantages, particularly in the better shaping of the nose of the machine. The engine develops at least 800 H.P. at the comparatively low speed of 1,350 revs. per minute, so that the propeller can be fitted to the crankshaft without intermediate gearing, such as is so frequently a source of trouble. The new engine, which is called

HIGH SPEED SAFER.

Interesting London Figures.

London, June 2.—Tabulation of figures gathered by the London Safety First Council in the city's metropolitan area, shows that the largest amount of fatal accidents occur when automobiles are going only five to ten miles an hour.

The fatal accidents from 1920 to 1925, the survey shows, was 366 for cars going not more than 10 miles an hour, a percentage of 36.49 of the total accidents.

At speeds of over 20 miles an hour, however, there were only 45 fatalities, or 4.49 per cent. of the total.

The Beardmore "Typhoon," weighs about 2½ lbs. per H.P., and is made by William Beardmore and Co., Ltd., of Glasgow.

Prest-O-Lite

Batteries designed for your car—Stocks Carried for your convenience.

| VOLTS | | AMP. HOUR CAPACITY AT 5 AMPS | The Prest-O-Lite Battery | | PRICE EACH | REPLACEMENT GROUP | |
|-------|-----|------------------------------|--------------------------|--------|---------------------------------|-------------------|-----|
| | | | TYPE | CASE | MEASUREMENTS IN INCHES L. W. H. | | |
| 6 | 15 | | 63 MR | RUBBER | 48X33X 64 | \$17 | CYC |
| 6 | 28 | | 611 RHK | DO | 48X36X 94 | \$30 | |
| 6 | 35 | | A-613 FH | DO | 94X73X 82 | \$35 | |
| 6 | 42 | | A-611 SH | RUBBER | 94X73X 82 | \$50 | 1 |
| 6 | 52 | | A-615 FH | DO | 104X64X 84 | \$40 | 5 |
| 6 | 100 | | A-613 SH | DO | 104X73X 82 | \$60 | 2 |
| 6 | 112 | | A-615 SH | WOOD | 112X73X 82 | \$70 | OAC |
| 6 | 135 | | A-615 SH | RUBBER | 104X64X 84 | \$70 | |
| 6 | 150 | | A-617 SH | DO | 137X73X 82 | \$80 | |
| 12 | 60 | | A-127 SH | WOOD | 137X73X 82 | \$85 | N |
| 12 | 67 | | 1211 AHS | DO | 174X64X 104 | \$75 | |
| 12 | 92 | | 1211 SHK | DO | 174X73X 92 | \$95 | |

GROUP No.

- 1 Studebaker Light & Std. Sixes, Roamer, Nash, Gardner, &c.
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Cad. Special Cadillac Battery

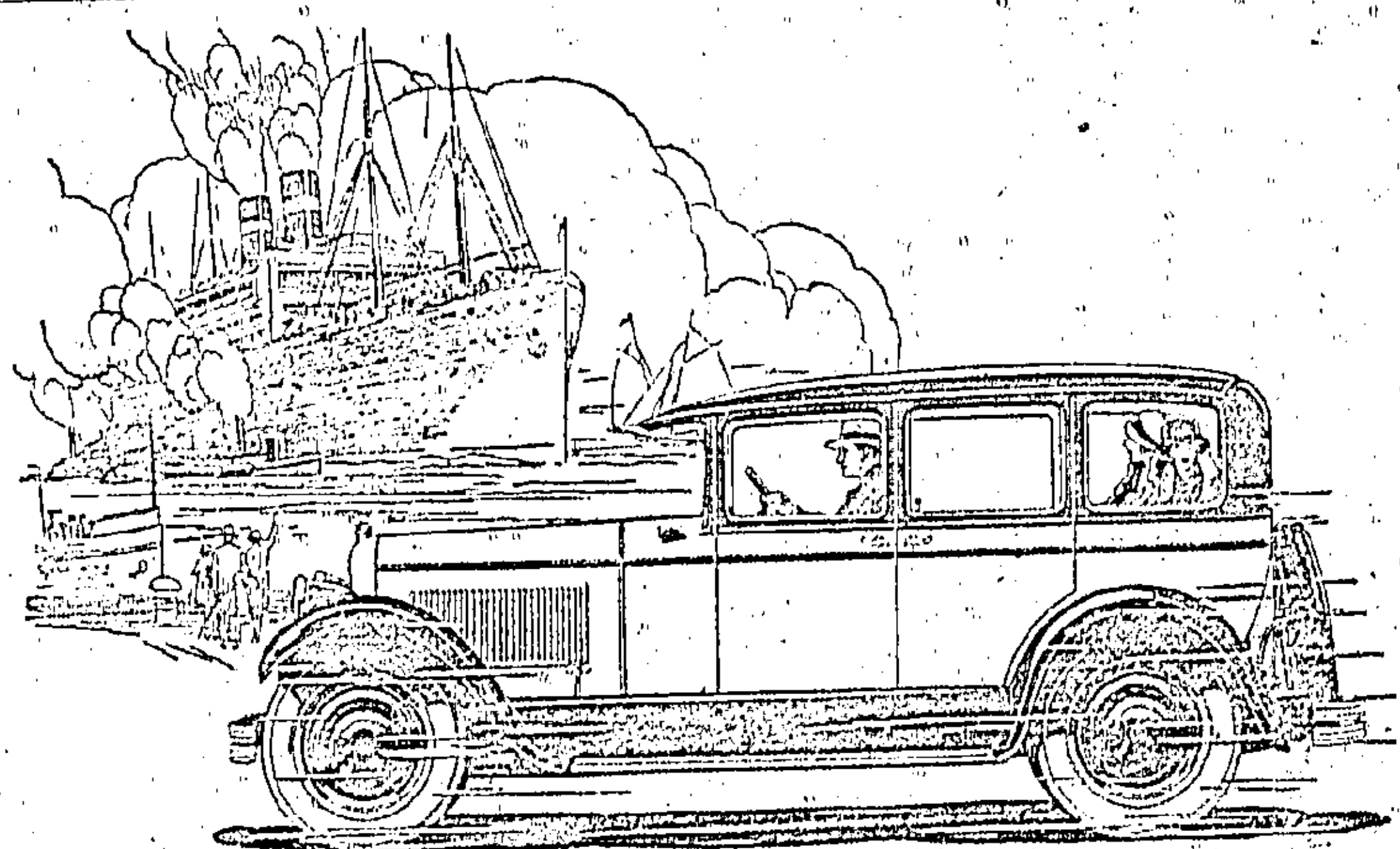
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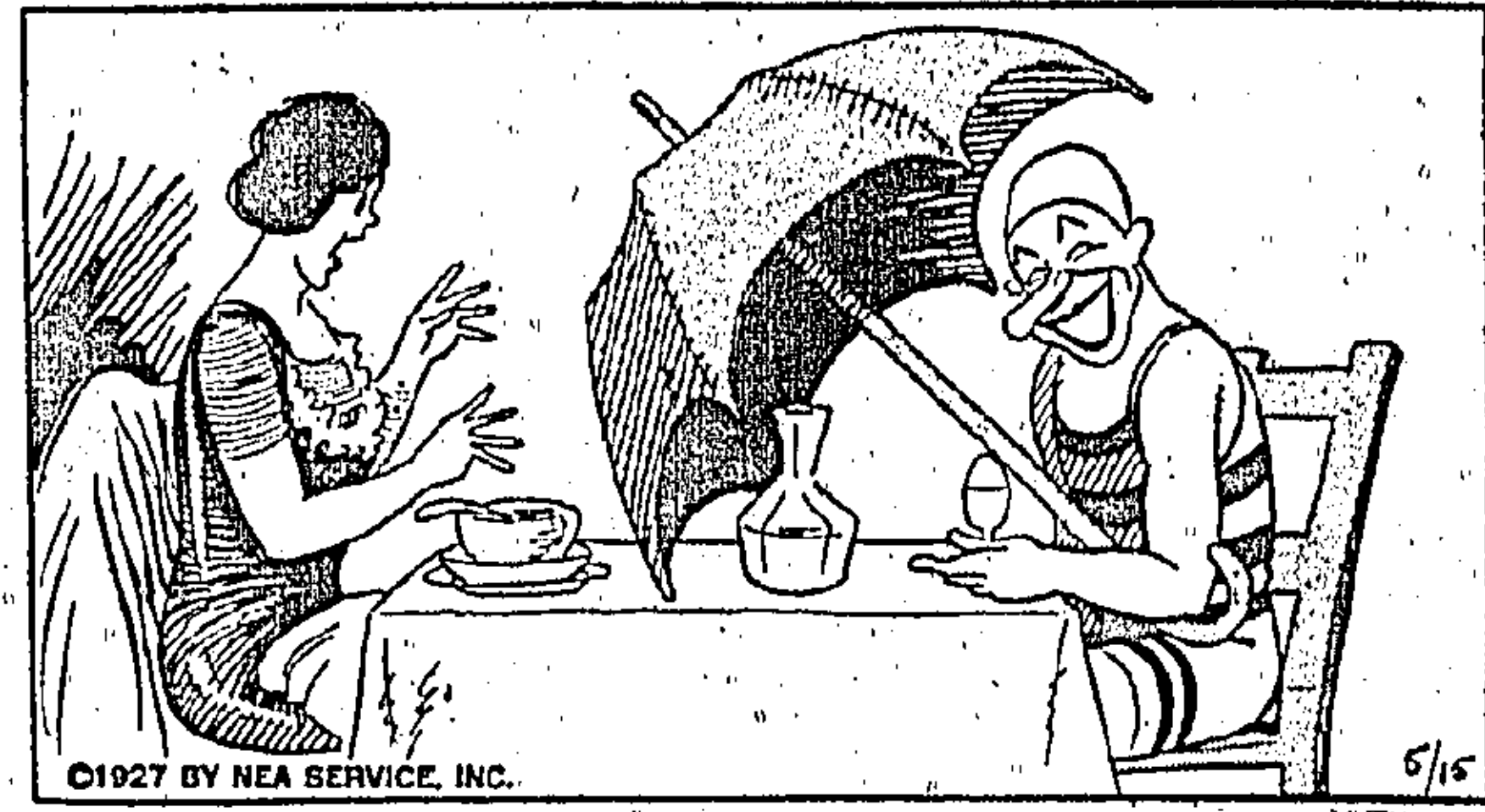
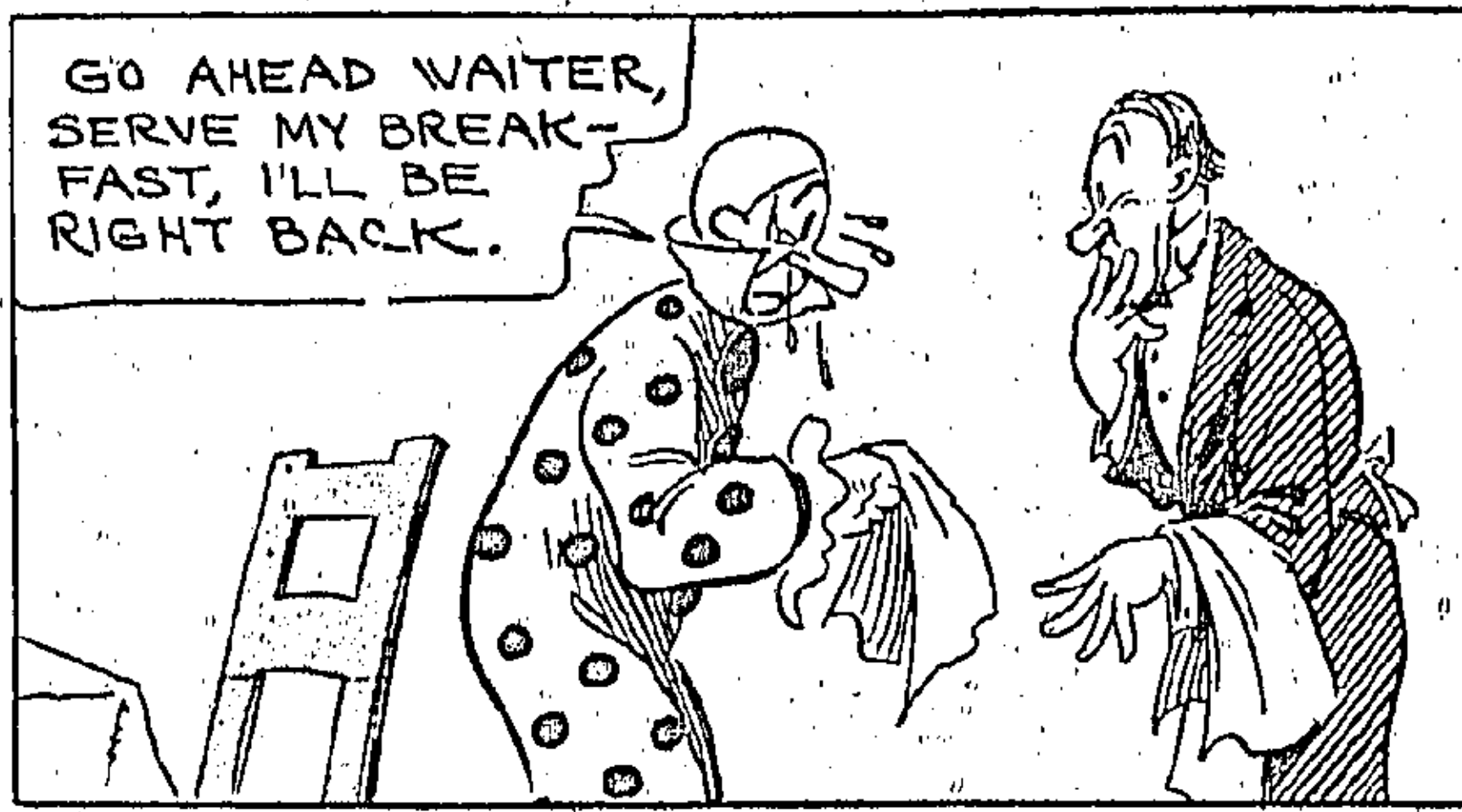
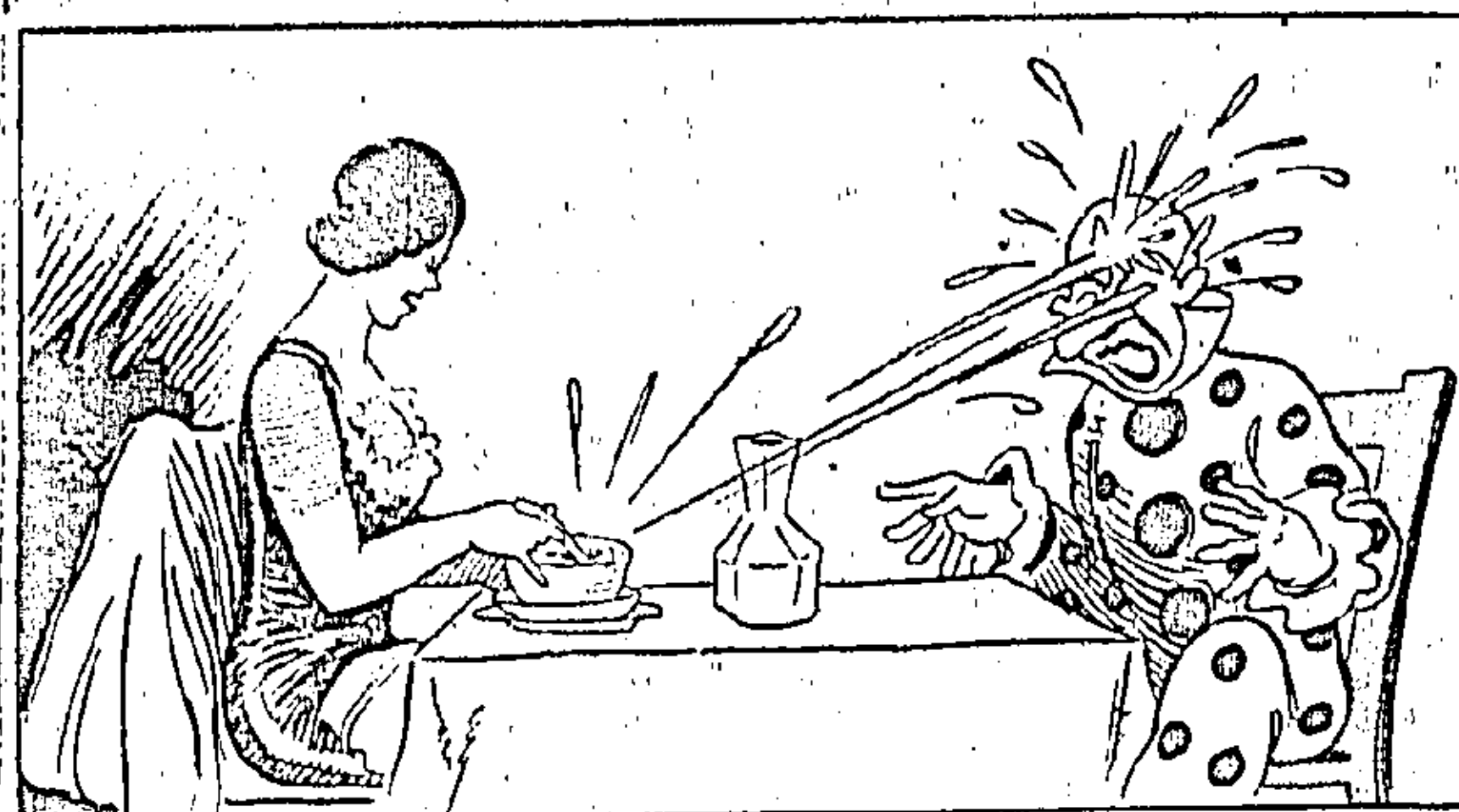
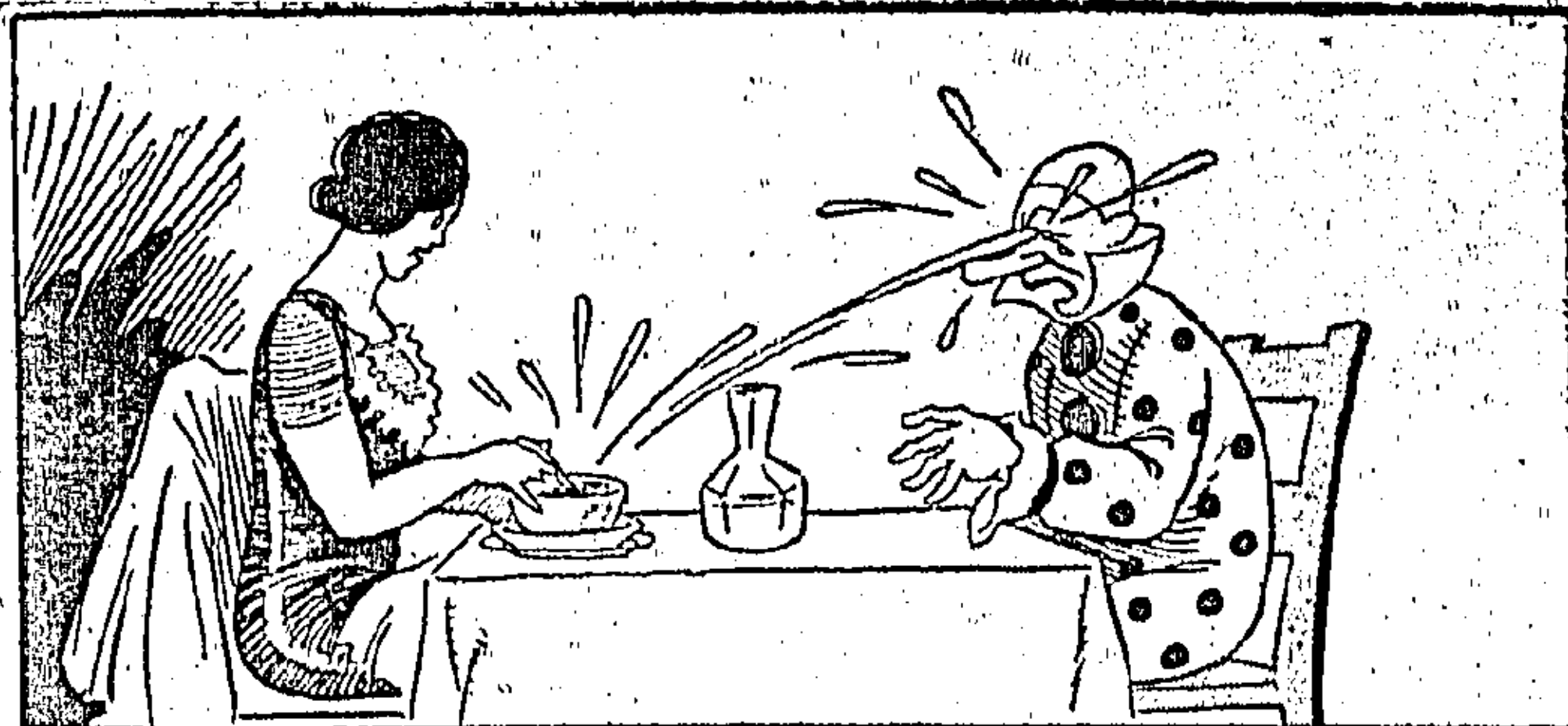
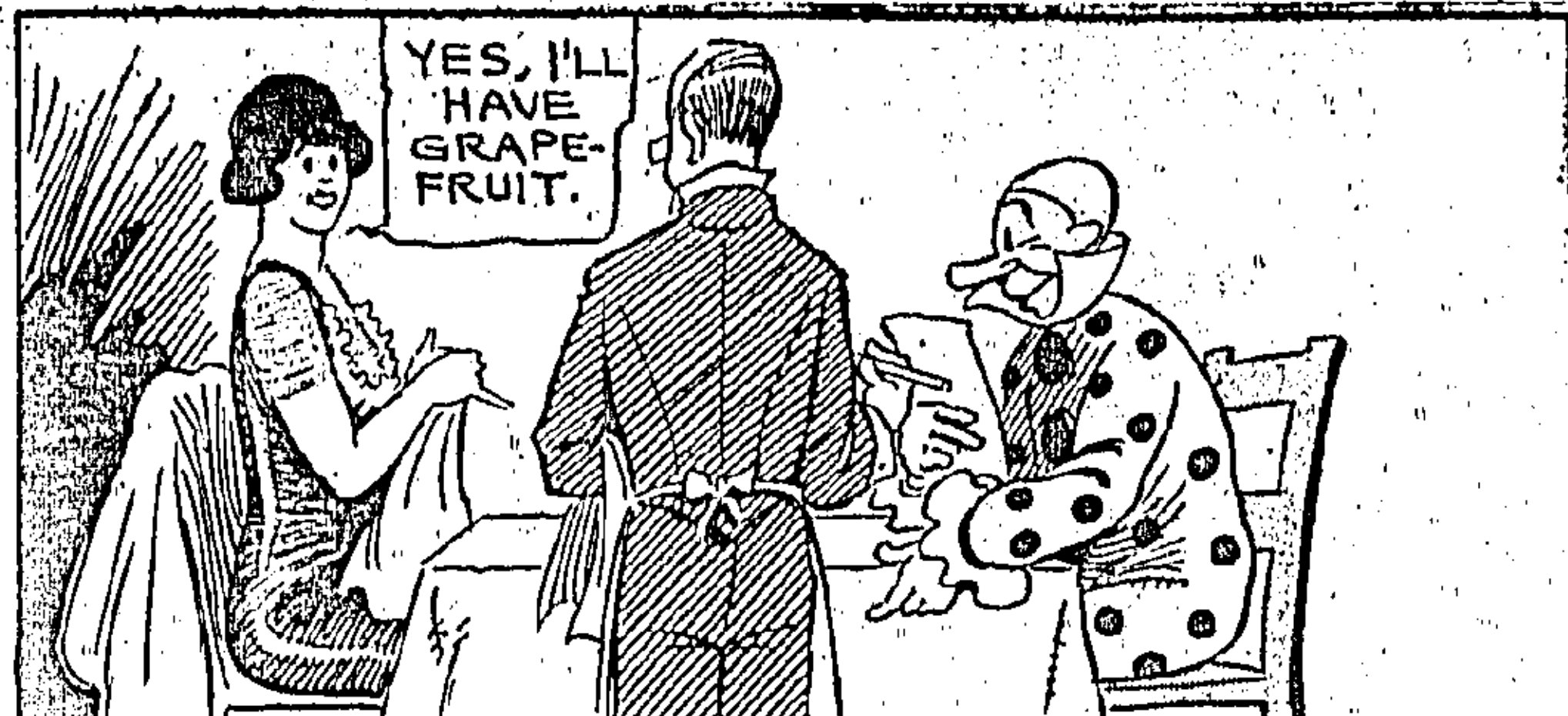
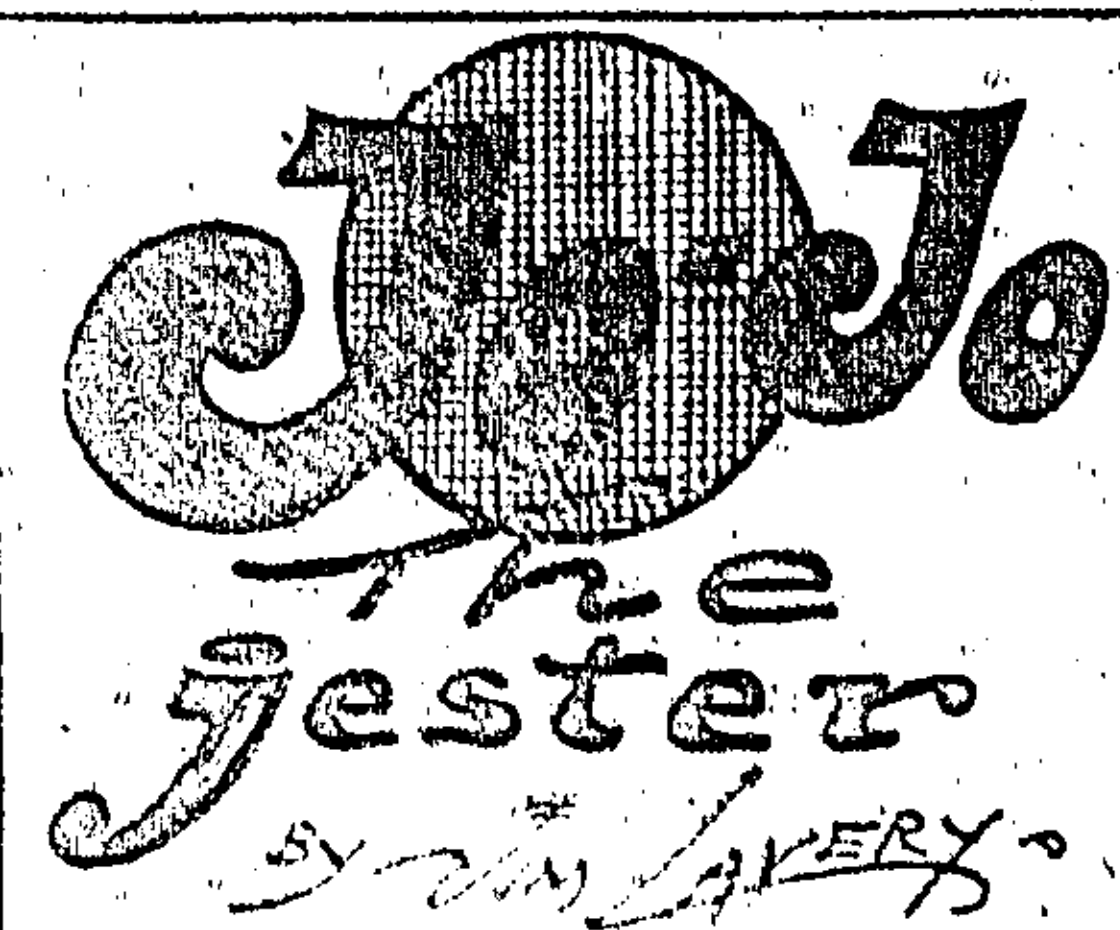
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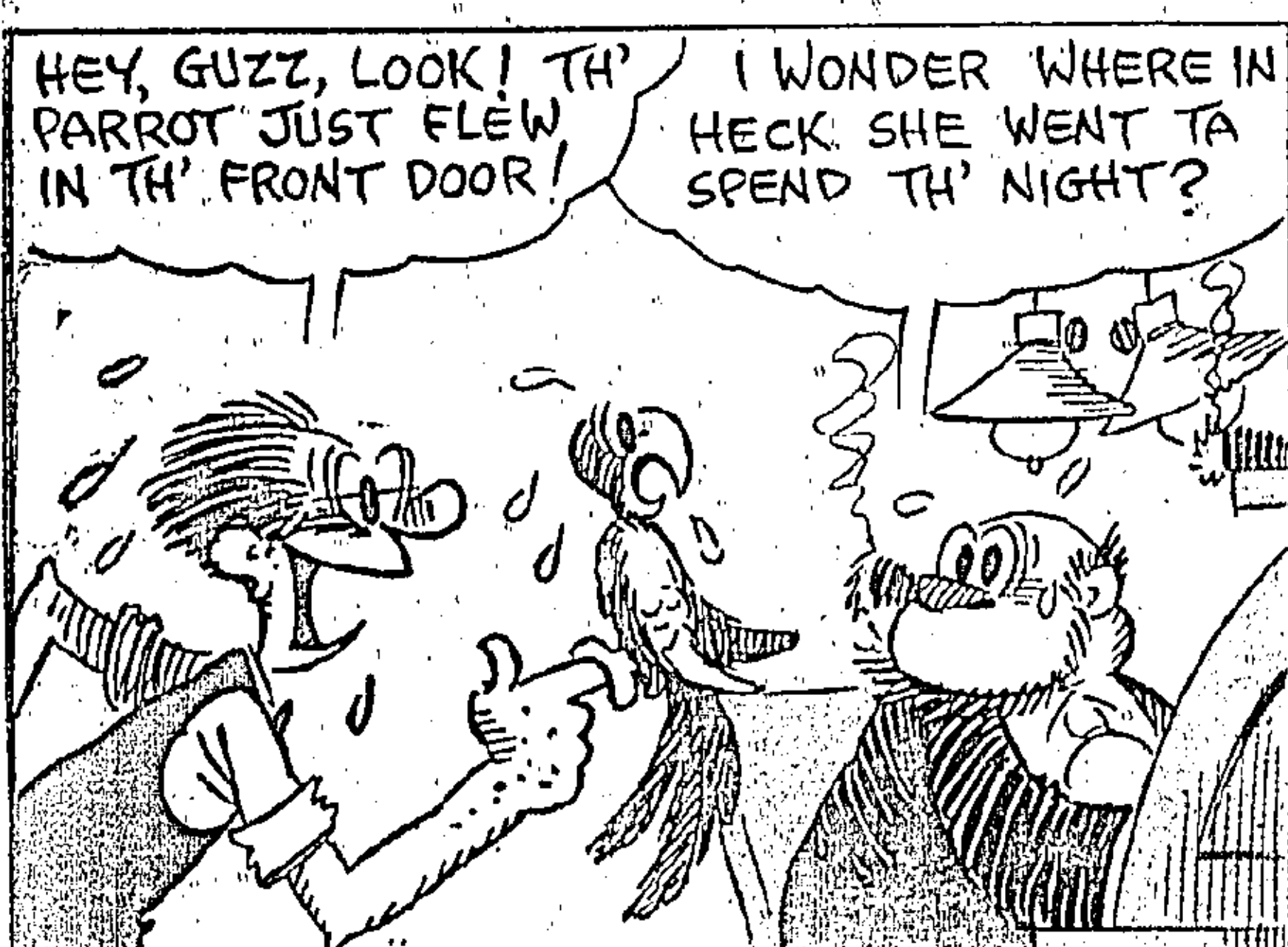
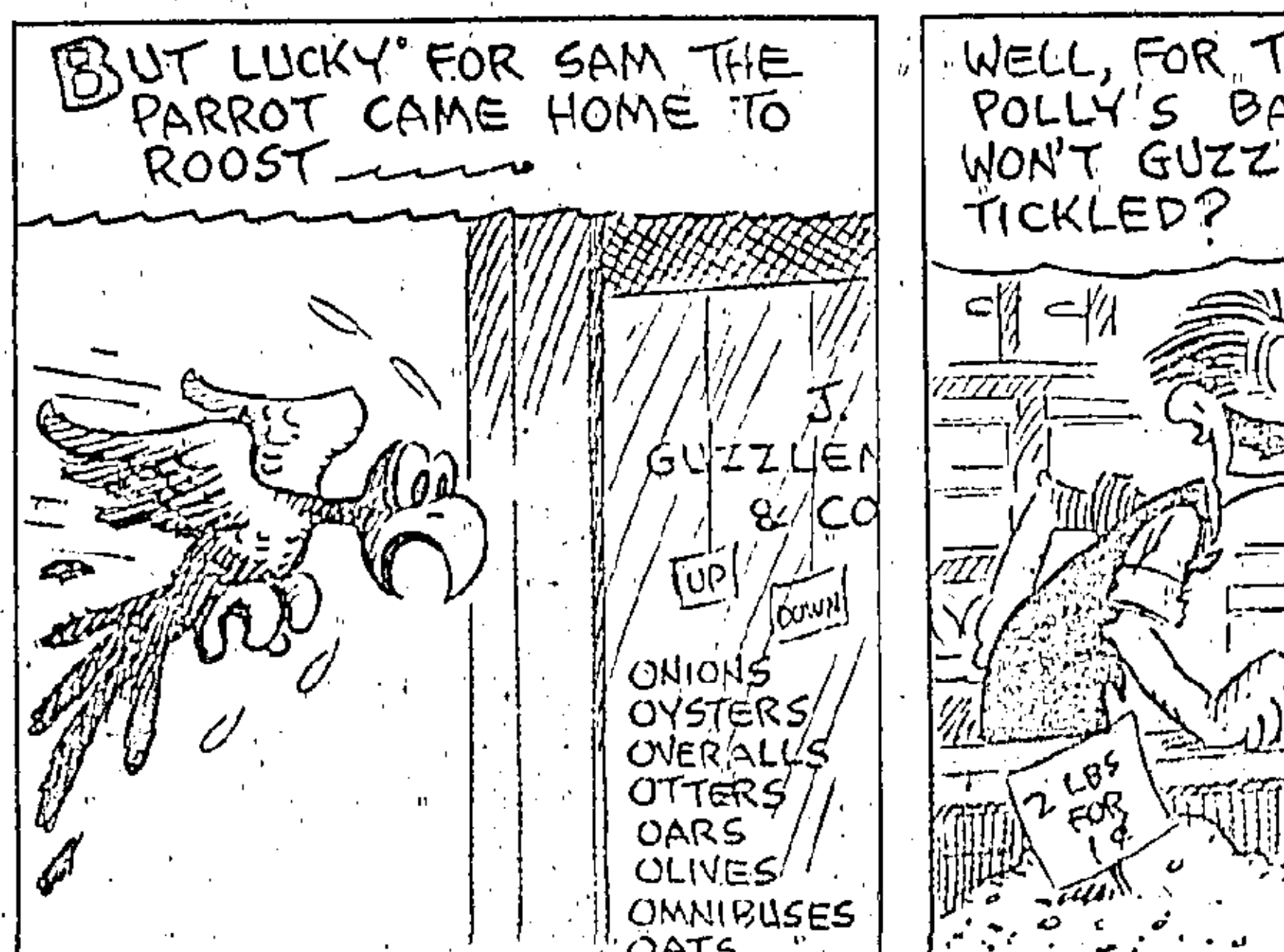
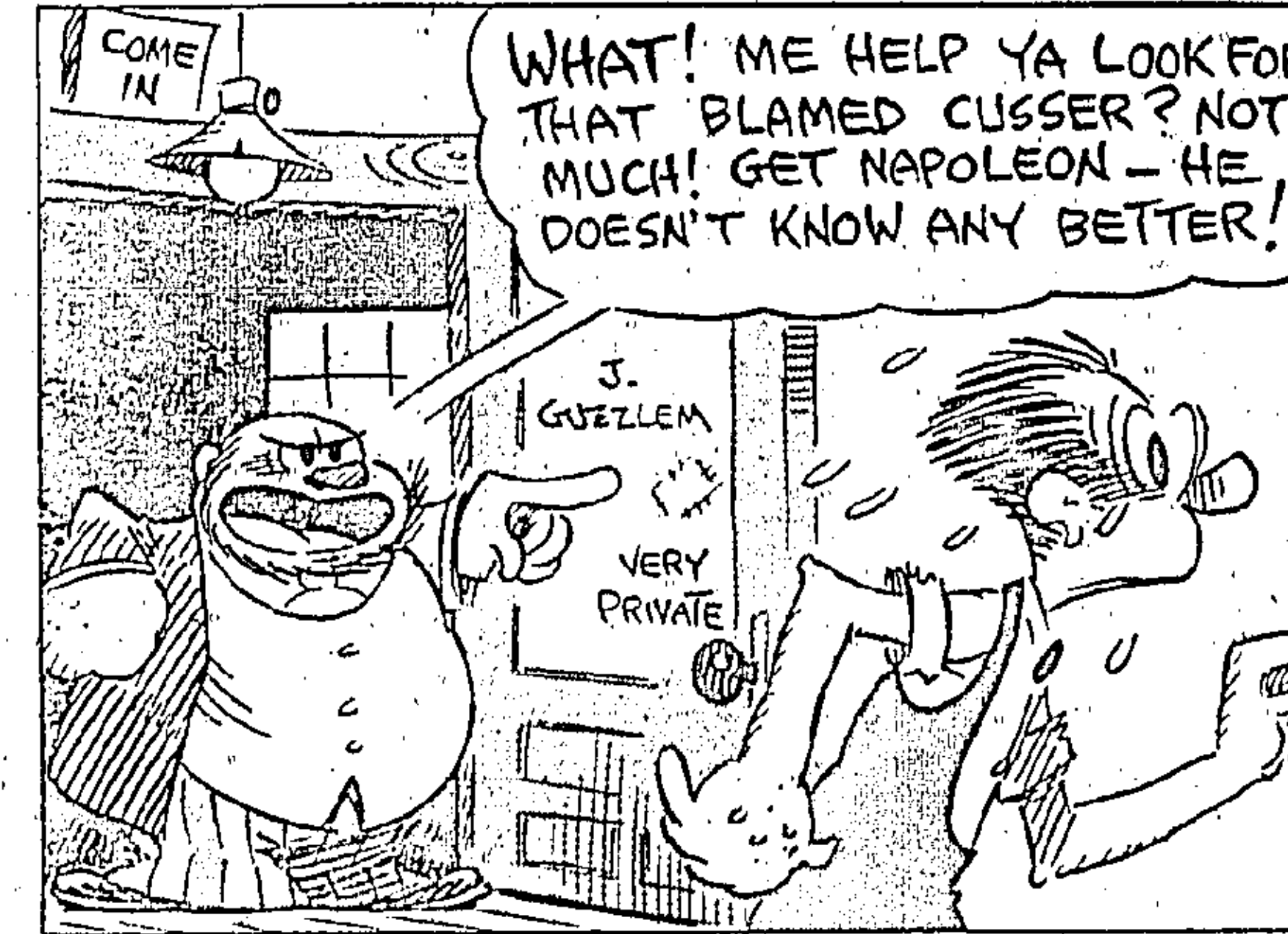
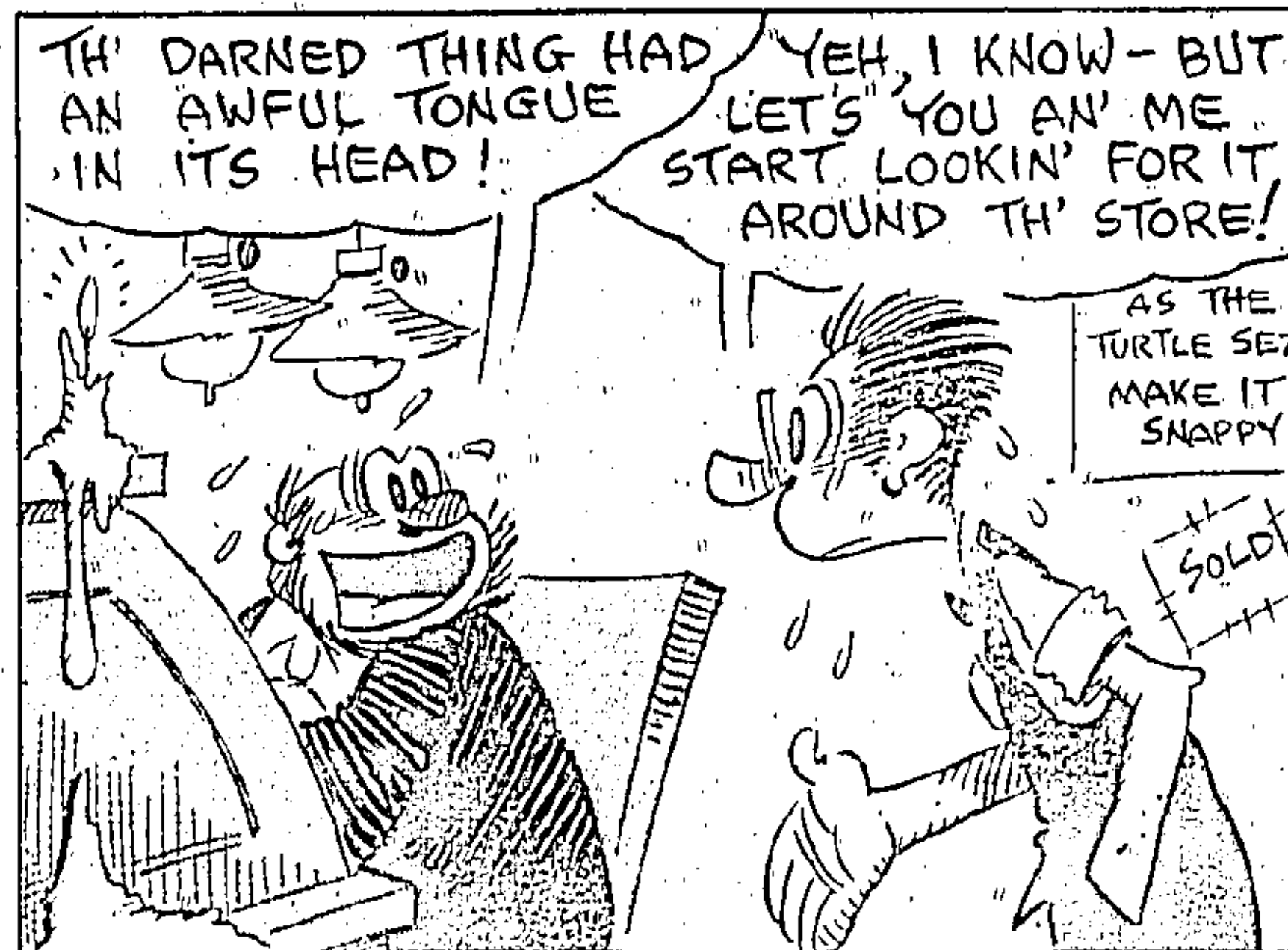
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SALESMAN SAM



WHITEWAYS FOR STANDARD VALUES

The Very Idea!

For years there had been a bitter feud between MacGregor and MacDonald, but at last MacGregor decided it was time to bury the hatchet.

So he approached MacDonald, and they shook hands and made peace. Then MacGregor suggested a drink. "An' noo," said he, as they reached the village pub, "what'll ye hae?" "A double whisky."

"There ye go. Startin' the row a' over again!"

Yorkshire magistrate to a man accused of drunkenness; Can you pay the fine in a week's time?—Man: Yes, if my missis don't kill me for this when I get home.

Woman at Lambeth; My husband earns good money.—Mr. Booth, magistrate: Nobody earns bad money.

Mr. Mead, Marlborough-street magistrate. People who give to "queue parasites" outside theatres do so because they have not the courage to refuse.

Magistrate to a man at Willesden: It has been proved that you have spoken the truth, a most rare and refreshing thing in this court. Willesden husband: Since I married I have saved the expense of a woman to clean up, but I have to feed the wife.

Some husbands who are old public schoolboys know more about cooking than their wives.—The Duchess of Atholl.

We want our relationship with other nations based not on a meeting of bayonets, but on a meeting of minds.—President Coolidge.

I am tired of hearing the people who live in the Ritz Hotels of the world declare that missionaries are no good.—The Bishop of London.

There is at present a flabby outlook with regard to crime; too much is thought of the criminal and too little of the victim.—Sir Ernest Wild, K. C.

A schoolboy wrote the following in his history examination paper:—"The duke fled from the field of battle, and changed clothes with a peasant, after which he was discovered lying in a ditch."

A sentence of nine months' imprisonment in the second division passed on Joseph Davidson by Mr. Justice Branson, at Liverpool Assizes, was quashed by the Court of Criminal Appeal.

Davidson, who acted as agent on commission for a firm of upholsterers in Liverpool, was convicted of fraudulent conversion and forgery. His defence was that he was entitled to the money which he had taken for expenses and commission.

Mr. Justice Swift said that the judge had "lapsed into inadequacy" in directing the jury by throwing the onus of proof on Davidson.

Headline in an American paper:—"Prosecution bases case on post-mortem statements of woman he murdered."

Dead men tell no tales, but women—?

There was once a small boy who had acquired a vast vocabulary of curses and expletives, and whose habit it was to exercise them recklessly. For this reason he became unpopular with the mothers of other children, and was frequently sent home from youthful gatherings in disgrace to his parents.

He returned one evening half an hour after he had set out to a party, and his father, assuming the usual cause, asked no questions, but chastised him with vigour. "And now," he said finally, "what was it you said? Why did they send you home this time?"

"They sent me home," replied the smarting child, "because the dam party's to-morrow night."

"The remains of eight human bodies have been picked up on the shores of Cheung Chau Island by the Police and sent to the Public Mortuary. It is believed that these are bodies of some of those who lost their lives with the sinking of the Laming Kwong. As they are in an exceedingly advanced stage of decomposition, identification of the bodies is impossible."

POETS CORNER.

AN OSCAR WILDE BALLAD.

Yet each man kills the thing he loves,
By each let this be heard,
Some do it with a bitter look,
Some do it with a flattering word,
The coward does it with a kiss,
The brave man with a sword!
Some kill their love when they are young,
And some when they are old;
Some strangle with the hands of Lust,
Some with the hands of Gold;
The kindest use a knife, because
The dead so soon grow cold.
Some love too little some too long,
Some sell and others buy;
Some do the deed with many tears,
And some without a sigh;
For each man kills the thing he loves,
Yet each man does not die.

WEDDING OF MR. JOHN FLEMING.



The bridal group at the wedding of Mr. John Fleming, a partner in the firm of Messrs. Lowe, Bingham and Matthews, and Miss Katharine Baillie Strong, which took place on Friday last at the Union Church.

C. N. C. STRIKE.

THE GUILDS' CASE RE-STATEMENT.

The following letter, which was published in Tuesday's N. C. Daily News, makes clear the exact position of the Guilds in regard to the dispute with the China Navigation Company:—

Sir,—In your issue of to-day's date under a heading of "The Shipping Dispute" you state *inter alia*, referring to the dispute, "the reduction of salaries which came into effect on April 1 and which the officers now seek to have abrogated." If you will refer to the case of these Guilds published in yours of the 25th instant you will note that your statement as quoted above is in error. All that these Guilds have requested on behalf of the members in the service of the China Navigation Company, is that:—

(a) The company refers the dispute to adjustment or arbitration boards as it specifically contracted to do by the terms of an agreement made with these guilds in 1916 and to which agreement the signatures of the company and guilds are subscribed, or alternatively,

(b) That the company restores the salaries to the scale prevailing previous to the reduction as well as to refund to all ranks the percentage deducted in respect of April-June, inclusive.

In other words, these guilds simply request that the company honours its own signature to the agreement in question and if impartial parties as arbitrators award that the company's case calls for the reduction to be accepted by all ranks, then the officers concerned are prepared to abide faithfully by such arbitrators' decision.

But, if the company feels that it cannot, for any reason, present its case to an impartial tribunal in accordance with the agreement referred to, then these guilds maintain that the company has "no case" and must restore the reduction which, in the first place was imposed in direct breach of the Agreement made with these Guilds in 1916.

You will thus see that your statement to the effect that "the officers now seek to abrogate the reduction" is misleading and we would thank you to publish this in order to remove any possible impressions created thereby.

W. E. KIRBY,
Secretary, C. N. C. O. G.
J. WATSON,
Secretary, M. E. G. C.
Shanghai, June 27, 1927.

The Local Position.

"There is nothing further to communicate," said Mr. W. J. Stokes, the secretary of the Hongkong branch of the Marine Engineers' Guild to a *Telegraph* representative this morning.

The position remains precisely the same as when the strike became effective, largely because the negotiations are in the hands of the officials at Shanghai. The a.s. Liangchow arrived from Shanghai and Amoy yesterday, and it is understood that the officers have joined the ranks of the strikers in accordance with Guild instructions.

The vessels in Hongkong now affected are the a.s. Szechuen, s.s. Tean, a.s. Suiyang, s.s. Soochow, a.s. Changchow, s.s. Ichang, s.s. Anhui, and the a.s. Liangchow.

Two other ships of the China Navigation Company fleet are expected to arrive during the week-end, the Kingyuan and the Kueichow.

CORRESPONDENCE.

HONGKONG BENEVOLENT SOCIETY.

[To the Editor, Hongkong Telegraph.]

Sir,—I shall be very grateful if you will spare me a little space in your columns to make an appeal on behalf of the Hongkong Benevolent Society.

Although I am comparatively a newcomer to the Island and I have not the privilege only recently of joining the Committee of the Society, I have been much struck by the quality and the quantity of the work it achieves. And I have noticed with regret how little support the Society receives from the community as a whole. Individuals are very generous but we need a long list of annual subscribers in order that the Society may carry on its work without wondering whether it will be able to make two ends meet. I should like to point out the very heavy duties of the Hon. Secretary, who in fulfilling this labour of love is practically liable to be being up, consulted or sent for every day and at any time, work performed in England by a Relieving Officer.

Looking at the Society from a purely practical point of view, it seems to me that the annual subscription of \$12 which makes you a member of the Society is the cheapest form of insurance obtainable. It insures against the professional beggar and the fraud, all those who find it difficult to refuse a pathetic appeal. Every one of us knows that depressing moment when the "day" comes in and says: "A gentleman (or a lady) have come."

"What is his (or her) name?" "He (or she) can give name." "I never see anyone who doesn't give a name, boy." That boy departs and you hear much conversation in the distance.

As a rule the boy reappears with a wand of unattractive, dog-eared letters which he hands to you. You pick them over gingerly and find that they set forth the woes of the applicant, ill-health, countless children, no money, loss of situation, together with ancient recommendations. You have no idea whether any or all of it is true. Either you send out a few dollars and dismiss the case and your conscience, or you write to the Benevolent Society and leave it to the Committee to verify or disprove the need of the applicant and report to you on it. Should it prove to be a genuine case, and your purse-strings are loosened, then a deserving case gets help. Should it prove false, then you have saved your money for a good cause.

Do not lull yourself with the assurance that the Society is so well off that it does not need your support. It needs not only a good working income, but also a substantial reserve fund, for any day an unexpected and pressing case may arise.

The Society assists with or provides passages home, it pays for the schooling of orphans and destitute children, it makes "allowances" to chronic invalids, it extricates women and girls from demoralising surroundings and endeavours to set them on their feet again, it assists unfortunate but deserving folk with their rent. Every case is thoroughly investigated and recorded.

In addition the Society has a furnished room in Kowloon to which married couples or women and children can be sent in urgent cases. Here meals are supplied. Many a tragedy is averted through the good offices of the Society and many a one of your readers would be surprised at the straits in which

WILBUR PLAYERS.

A NOTED ACTOR.

Mr. N. Anthony Baker, better known to American theatre goers as "Nick" Baker, is to-day one of the most noted actors on the American stage, without the slightest doubt. Richard Wilbur, head of the Wilbur Players, now to play a return engagement at the Star Theatre was very happy when he succeeded in inducing Mr. Baker to make the Oriental tour. He is supreme in his comedy characterizations.



He began his career in a rather unique way. He was a juvenile heavy for the Selig Polyscope Company, one of the earliest motion picture producing concerns. Then he went over to Essanay and the Biograph. He is always reminiscent of those early days in pictures.

But the stage ultimately claimed him. At once he began to appear in such successes as "Trilby," "The Middle Man" and "The Virginian," doing a leading role with William S. Hart in the latter.

He has appeared in America's biggest cities, especially in Toledo, St. Louis and Chicago. He has played continuously with the Wilbur Players—an organization that is a by-word in Western America—for three solid years.

people, formerly in good situations in this Colony, find themselves.

An appeal has just been circulated by our Hon. Secretary and we hope for a good response. May I appeal to the just, generous and wise residents of Hongkong for assistance in this work? An annual subscriber of \$12 becomes a member, a subscriber of \$50 is a life member. Subscriptions will be gratefully received by Mrs. Goldsmith, 525, the Peak.—Yours, etc., BELLA SOUTHERN.

Hongkong, June 30, 1927.

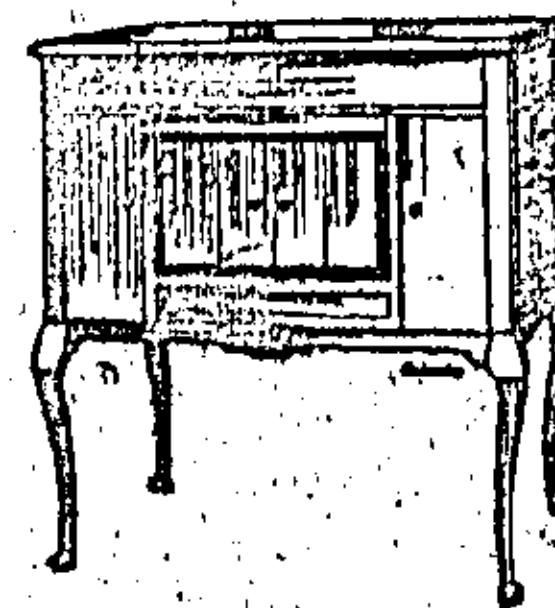
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GEN. YANG EXECUTES COMMUNISTS.

A PROFOUND IMPRESSION CREATED.

NINGPO ANTI-FOREIGNISM.

Ningpo, June 25.
The day following General Yang's coming to Ningpo, he beheaded two men, one named Wang and another named Yang, both known Communists and one of them head of the Amalgamated Labour Union Associations, in the morning and had three listed for execution for the afternoon. The following day he executed a man and shot a woman who was a radical C.P. leader. They were all from Ningpo. He also caught a man at Ching Hai, at the mouth of the river near the forts, who was in charge of a Chinese Orphanage. This man had appropriated the funds of the institution for his own uses and the orphans were in a pitiable condition. He is scheduled for beheading to-day.

These executions have made a profound impression upon the popular mind, some of it favourable and some of it decidedly the reverse. It has angered a large class of people who may have to be reckoned with later; who surely will have to be watched in case General Wang is set aside, for any cause.

Anti-Foreignism.

That there is a decided anti-foreign feeling developing is no doubt, and the boycott of British and Japanese goods is tightening up. This boycott stands more chance of making good than some which preceded it because of the more reasonable attitude of the students toward the merchants. There has been no forcing the merchants by destroying their stores but the merchants have been persuaded to send back to Shanghai all such stores and replace them with other goods. This more conciliatory method of dealing with the merchants has, in every case, won their co-operation. One is unable to buy even so small a thing as a bottle of vinegar of English brand.

One of the greatest anti-foreign parades was held on Thursday which Ningpo has seen since the 1925 demonstrations, and its activities were not hindered in the least by General Wang or by the presence of General Yang. Things are still too unsettled to make the return of women to Ningpo advisable and the Consul is of the opinion that it is better for them to stay away for the present.

HOW MUCH DO YOU KNOW?

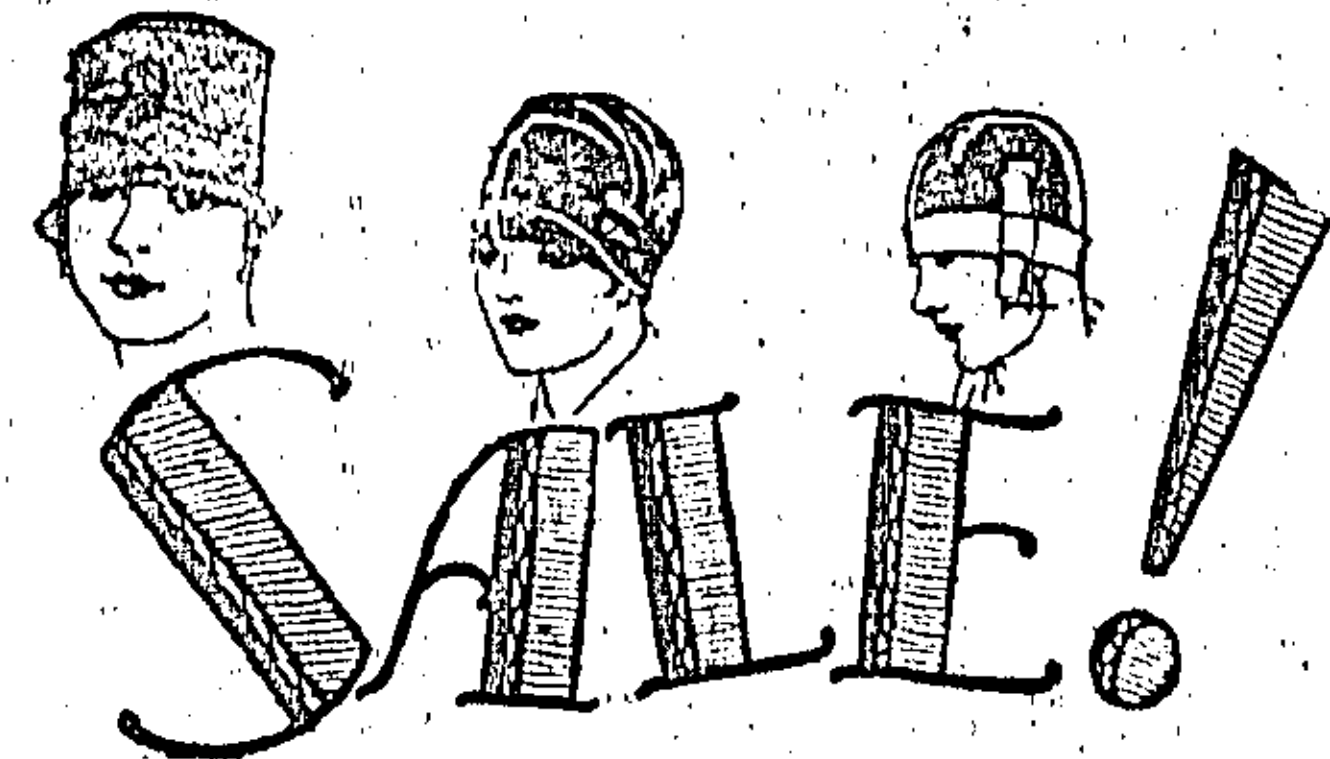
TO-DAY'S QUESTIONS.

The following general knowledge paper has been taken from the *Daily Express*.

Answers, for those who need them, will be found on Page 16 of this issue.

- 1.—Why are dragons so called?
- 2.—What was the first cricket club?
- 3.—What is the origin of "Dutch courage"?
- 4.—What is the record score in a F.A. cup round?
- 5.—What was the Golden Bull?
- 6.—Who said "Misfortune will never leave me until I leave it"?
- 7.—What is the smallest score made by a first class cricket side?
- 8.—Who or what was known as "Mistress of the World"?
- 9.—Who was the first Christian king of Norway?
- 10.—What is said to be the oldest language?
- 11.—Who wrote the words "Absence makes the heart grow fonder"?
- 12.—When was slavery abolished in British Colonies?
- 13.—What is the size of the "Dogger Bank"?
- 14.—Where was the wearing of a gold ring a special privilege?

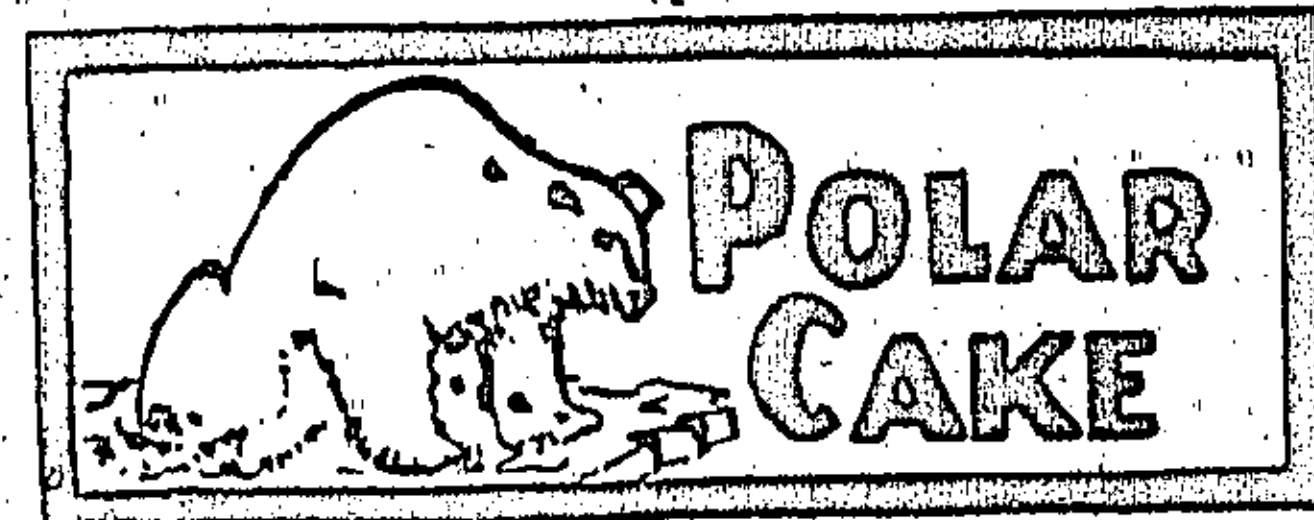
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AMERICAN CAPITAL FOR ABYSSINIA.

OVERTURES FROM THE
REGENT.

The Department of Commerce at Washington has just issued an appeal to American capital to enter Abyssinia, "an almost virgin field for productive effort," a fact which should be considered in connexion with the repeated attempts of H. I. H. Ras Tafari Makonnen, the Regent of Abyssinia, to persuade Mr. Coolidge to appoint an American Minister at Addis Ababa. In a recent statement to the Press the Abyssinian Regent suggested that American capitalists should employ the slaves who still constitute a large part of the population for development of coffee, rubber, and copper, paying the slave owners a yearly sum for five years as a rental for this human property, after which the slaves should be "free"—although the nature and degree of this freedom was not defined.

The State Department last winter tried without success to secure legislative approval for a diplomatic mission to Addis Ababa, but hopes to find the next Congress more compliant. There would be no doubt of the consent of Congress if in the meanwhile American capital should move in that direction; but the use of slaves would rouse organized Labour in the United States, and it is curious that the Department of Commerce pamphlet should be silent on that point.

The Regent's promise to the League of Nations in 1923 to abolish slavery and forced labour has not been carried out, and the proposal that American capital should help to destroy this system by condoning it for five years would hardly find favour here. The advantage which the Regent would seek to derive in his dealings with Great Britain, France, and Italy from the presence of an American diplomatic representative and the creation of American commercial interests in Abyssinia, however, is not difficult to imagine.

MADDENED BY TAX DEMANDS.

MAN WHO WENT ON A WORLD
TOUR.

At his bankruptcy examination at Wolverhampton recently Thomas Dean said that having made more than £14,000 out of operations in steel he showed his bank book to the Inland Revenue authorities, who consequently lodged a claim for £12,000.

The claim, he said, drove him completely off his head. He withdrew the money and with some of it he paid legal debts. He travelled through France, Belgium, Germany, Russia, Spain, Switzerland, Portugal, South Africa, Australia, New Zealand, Tasmania, and Canada, and got rid of £8,000.

The Official Receiver: The question you have to answer is, how you got rid of this money? Did you go to these places for the purpose of finding work?—I went there as a madman.

It was stated that through the activity of the Official Receiver the claim of the tax authorities for £12,000 had been whittled down to £990.

"I wish I had known that before," sadly exclaimed Dean, whose public examination was closed.

WORLD'S OLDEST SILVERWARE.

REVIVING THE BEAUTIES OF
3,500 B. C.

Wonderful treasures from Ur of the Chaldees (the birthplace of Abraham in Mesopotamia) are being revealed in all the beauty which was theirs more than 5,000 years ago, in the laboratory of the British Museum.

A newspaper reporter was shown gold and silver ornaments and copper implements gradually recovering their original brightness under the treatment of Mr. C. L. Woolley, leader of the expedition to Ur of the Chaldees, and the staff of the laboratory.

A bewildering array of articles included perfect string of gold and lapislazuli beads, threaded exactly as they were worn thousands of years ago.

Part of a massive silver belt, from which hung a gold dagger, a signet, and a small toilet set, has been treated and part is just as it was taken from the tomb of some dead leader of an ancient people. The polished part gives an indication of what must have been the beauty of the whole.

Perhaps one of the most interesting of the exhibits is a silver dish which is thought to be the oldest piece of silverware yet discovered. It is engraved with a beautiful pattern, and it is difficult to realise that the art of the silversmith had reached such heights in the period about 3,500 B.C. Part of the dish, unfortunately, is imperfect through contact with another metals.

Decaying Silver.

A curious ornament consists of an ostrich egg decorated with layers of shells, set in bitumen, while an image of a bull made of shell is in a quite perfect state.

Silver articles present far more difficulties than gold ones, for in most cases the silver is badly pitted or in a crumbling state. Two hair ornaments offer a case in point. Mr. Woolley was carefully brushing the earth in one tomb, and he actually brushed away one of the ornaments before he realised what he had done, so soft was the silver of which it was composed. The other ornament he saw in time, and it is in the collection.

Mr. Woolley stated that it would be at least another fortnight before the treasures would be available for public inspection.

THE JOCKEY CLUB AND "ALSO RANS."

READJUSTMENT OF PRIZE
MONEY.

London, June 9.—The Jockey Club is in communication with the organisers of big sweepstakes on the Derby, notably in the London Stock Exchange with a view to the readjustment of the prize money.

This step is proposed with the object of removing temptation to owners to nominate or start foreign candidates for a monetary consideration offered by the holder of a ticket which has drawn a horse. It is recalled that the Calcutta Club years ago ceased to offer big prizes for "also rans" after representation made in the interest of sport.

It is considered likely that the Stock Exchange will do the same. The running of some horses in last week's Derby has been severely criticised in view of the hopelessness of their chances.

KING'S GIFT FOR BOYS AND GIRLS.

PLAYING FIELDS AT
HAMPTON COURT.

The Daily Mail was officially informed that the King, on the occasion of his birthday had placed two of the royal paddocks of Hampton Court at the disposal of the National Playing Fields Association for use as a public playing field for boys and girls.

This is his Majesty's prompt response to the association's appeal launched two days previously by its president, the Duke of York, and broadcast by the Prince of Wales the same night, for "£1,000,000 and many acres" wherewith to make good the shortage of public playing fields.

It is a notable lead which, it is hoped, will be fruitful of gifts of land in other parts of the country. The appeal headquarters are 66, Chandos-street, Strand, W.C.

The King's Fields.

The King's wish is announced in the following letter, which was sent, a few hours after the appeal was launched, to the Duke of Sutherland, Senior Vice-President of the National Playing Fields Association, by Mr. Frederick Ponsonby, his Majesty's Treasurer and Keeper of the Privy Purse:—

Privy Purse Office,
Buckingham Palace, S.W. 1.
1st June, 1927.

My dear Duke,—
I am commanded by the King to inform you that, as a mark of his great interest in the movement that is being made to provide playing fields for children, his Majesty has been pleased to place at the disposal of the National Playing Fields Association two of the royal paddocks in Bushey Park, which will be known as The King's Fields.

It is the King's earnest wish that this movement may be attended with the success it deserves.

Yours sincerely,

(Signed) F. E. G. Ponsonby.
The Duke of Sutherland.
The King has expressed his particular desire that the land shall be available as playing fields for children of the elementary schools and for lads and girls up to the age of 18 who are without facilities for playing games under proper conditions. It will be laid out scientifically for cricket, football, lawn tennis, net-ball, and other games under the direction of the association.

Six Acres.

The land, which is roughly rectangular, is about six acres in extent and measures approximately 850ft. by 450ft. It is in the south-east corner of Bushey Park, on the north side of Hampton Court-road.

Historical associations of great interest attach to the land. Forming part of the royal paddocks established by Henry VIII, they have been used for 400 years for the breeding or training of the King's horses, and here, under William and Mary, was established the first royal stud of racing thoroughbreds.

The paddocks are perhaps best known for their association with the famous cream and black carriage horses brought to this country from Hanover by George I.

Hans Klein, German newspaperman and amateur scientist, has gone to America with a formula for a stimulant that has the invigorating qualities of liquor but contains no alcohol. He says it has curative properties effective against respiratory diseases. He declined to reveal the formula.

Programme.

1—MARCH OF THE PEERS "IOLANTHE" ... Sullivan
2—SELECTIONS FROM OPERA "THE BOHEMIANS" ... Puccini

Puccini, recently deceased, was not the genius of fiction, starting in a gutter and dying in the gutter. He was a man of substance who acquired a fortune by means of his great gifts. A fellow-country man of Verdi, he had a wonderful vein of melody and a skill in instrumentation that to some extent recalls but does not equal that great master in his later period. There is no despatchment here, it is only that the master is still master and pupil still pupil. Puccini was Italian to the core. His plots are cosmopolitan but the musical accents are all of the sunny land of his birth. And, no doubt, the secret of his success is here. Who can resist the spell of melody?

3—MARCH, STRATHSPEY AND REEL. ... Regt. Pipe Band.

1:—70th's farewell to Gibraltar.
2:—"London's Woods and Braes"
3:—"De'il among the Tailors"
4:—"Colonel Cruden"

4—SELECTION "ROSE MARIE" ... Frim'l.

5—OVERTURE "ZAMPA" ... Herold.

The Overture to "Zampa" or The Marble Bride, is all that survives of the Opera, the libretto of which was decidedly weak. There is, however, no doubting the appeal of this brilliant piece which holds a place in popular favour almost equal to the Overture to "William Tell."

6—HIGHLAND DANCING "ARGYLE BROADSWORDS" ... Regt. Pipers.

L. Cpl. Yates, G. L. Cpl. Main, W.
Piper Thomson, J. Piper Davidson, T.

7—HUNGARIAN RHAPSODY, No. 1 ... Liszt.

8—SLOW MARCH ... Regt. Pipe Band.

1:—"Sandy's farewell to the Scots Guards"
2:—"Skye Boating Song"

9—SELECTION "NO! NO! NANETTE" ... Youmans

10—THREE DANCES "HENRY VIII" ... German

Edward German is associated in the public mind with Old English dances which reproduce the "Merrie England" atmosphere under modern conditions. He is a good deal more than a man of one idea, however. His versatility is remarkable. His published compositions include orchestral works on the symphonic scale in addition to the smaller compositions which have made his name famous.

11—HIGHLAND DANCING "FOURSOME REEL" ... Regt. Pipers.

L. Cpl. Yates, G. L. Cpl. Main, W.
Piper Thomson, J. Piper Davidson, T.

12—GRAND FANTASIA "THE BATTLE OF WATERLOO" ... Eckersburg

Introduction.—The morning gun, Church clock strikes four, and trumpets sound "Reveille." The camp awakens to life, and the "Alarm" is sounded on the approach of the French Army, Trumpets sound "To Horse." Advance of the British Army to the strains of the British Grenadiers. Prayer before battle. Advance of Irish Brigade followed by cavalry. Pipers are heard heralding the approach of the Scottish brigade. The Welsh march into action to the sound of "The Men of Harlech." The Cavalry charge and the battle rages fiercely, terminating with the flight of the French, concluding with the Grand Victory march of the British and "Rule Britannia."

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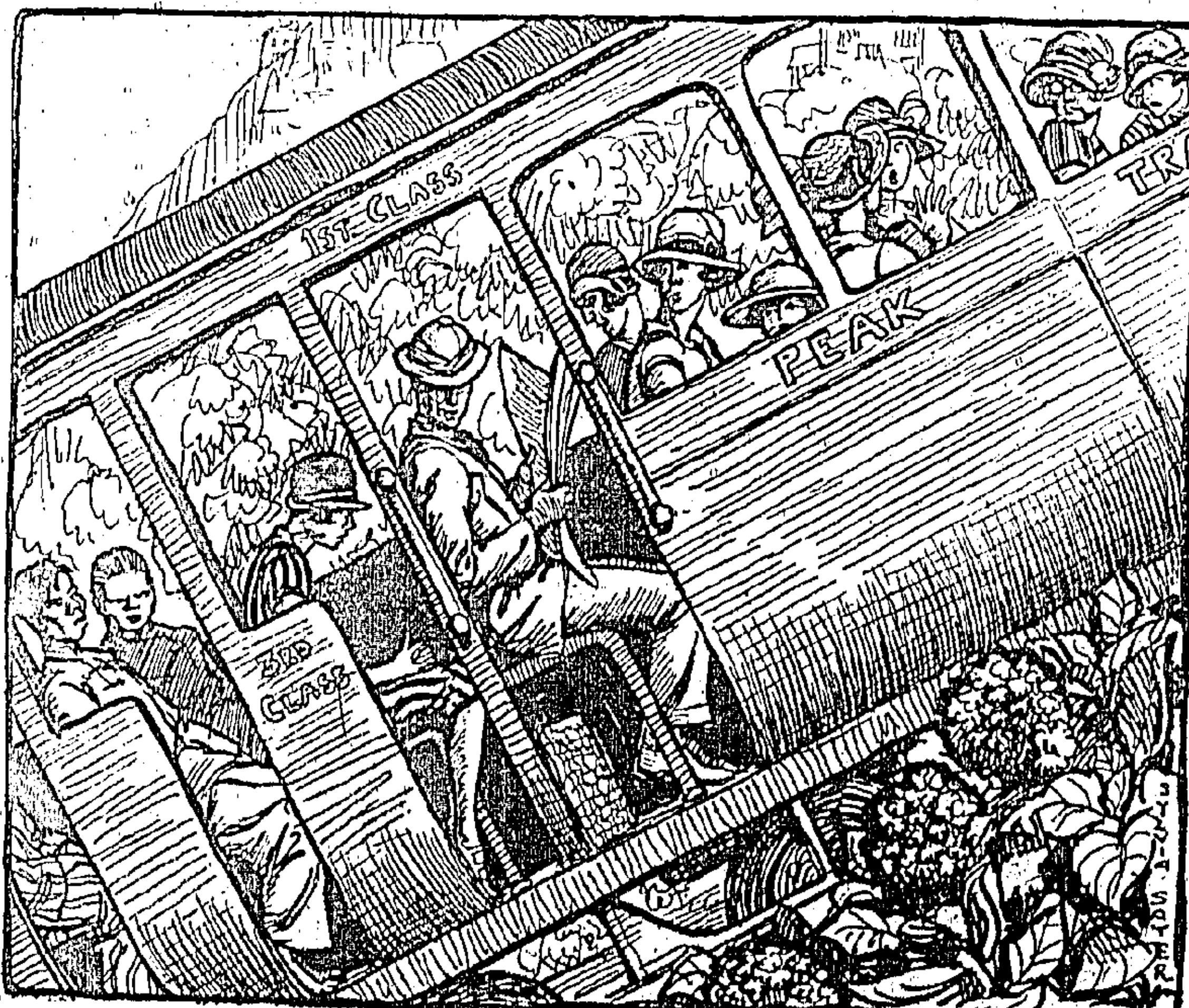
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DRESS FITTINGS.

IMPORTANCE OF A PERFECT FIT.

depends upon what dress or I am having fitted as to what for, but all my skirts I like over the kneecap well. A skirt is short when standing up can be so ugly when sitting down. Whether it is a flimsy afternoon or a cloth tailored, I insist very trim fit round the arms. A snug fit on the shoulder is the impression of the coat moulded on its wearer and on one else. Sleeves I prefer to very tight, especially in a tailor, and always to be fitted over a sweater. Then one avoids a pitfall of "allowing" for the knees—and wrongly estimating if a thin frock is worn at the bottom of fitting.

A Point Some Women Miss.

point some women miss is the importance of the buttons on a dress. These can make or mar a dress, adding grace to the figure or, creatively, cutting it up badly. Many of my frocks have the tight lace, and I find if the back instead of being straight is shaped a slight curve, with a dip of about an inch, the effect is much improved at the back.

Hiding the Hastening.

in fitting these bodices I always use the fastening hidden by crossers or some other device. A fastening with the hooks causes a kind of little wrinkle which ruins a most beautiful gown.

I look for an idea to be carried out in a dress, a definite scheme of not just a covering with fussy little meaningless details as "ornament." Thus with a modern, slim look, why not let a lovely collar and ruffs with belt be sufficient ornament and additional interest? The right kind of cuff, incidentally, makes a great difference to the attractiveness of the hand, and the shape, size and length of cuffs should receive due attention.

BINNIE HALE.

ICE-CREAM RECIPES.

There is nothing new in the idea of ice-cream, and yet a word concerning a dish so universally liked by young and old is always seasonable and therefore, in a sense always new. There are few dishes which can be so varied in texture, content and flavour, and still be known by the same name, as ice-cream. To one, ice-cream means a rich thick cream, and to another a dish which is hardly more than milk sherbet. The writer has experimented to produce one which, while possessing the velvety smoothness of the former, is less expensive to prepare.

For such a cream, place in a double boiler one quart of milk and heat to scalding point. While the milk is heating mix half a cupful of sugar, three tablespoonfuls of flour, and one fourth tablespoonful of salt and moisten with three tablespoonfuls of cold milk. To this add half a cupful of the scalding milk. When thoroughly blended and free from lumps, add gradually to the hot milk, mixing well.

Allow to cook for twenty minutes stirring often enough so that the resulting mixture is smooth and creamy in texture. Remove from the heat and pour slowly over one egg which has been beaten light with one fourth cupful of sugar. Set aside to cool, and when thoroughly cold, add one cupful of cream which may be beaten slightly if desired, and two teaspoonfuls of vanilla. The custard is now ready to freeze.

If you desire a chocolate ice-cream, use only two tablespoonfuls of flour, and add two squares of melted chocolate and an extra quarter of a cupful of sugar. To ensure an even blending of the chocolate after melting mix with it three tablespoonfuls of hot water before adding to the custard.

For variety, add to the foundation custard, when cold, one and a half-cupful of pulped fruit either fresh or tinned. The fruit is best prepared by pressing through a potato-ricer, colander or strainer. This separates the fruit into small particles which blend with the custard producing a smooth result free from hard frozen pieces of fruit. The pulped fruit may need extra sweetening or not, depending on whether it is fresh, or tinned in a sugar syrup.

For those who desire a richer cream and one which is easily prepared, Strawberry Velvet Cream is an excellent choice. Press through a potato-ricer enough strawberries to make two cupfuls of pulp. Tinned strawberries can be used. Add from one to one and a half cupfuls of sugar, depending on how sour the berries are, and two cupfuls of cream. Mix thoroughly and freeze.

Equally delicious will be found apricot ice-cream, which is made by mixing equal quantities of cream and tinned apricots, drained and pressed through a potato-ricer. This will require no sugar, as the apricots are sufficiently sweet. Peaches, raspberries, bananas and pineapple or, in fact, almost any fresh or tinned fruit, which can be pulped are excellent for this purpose.

H. H.

Pretty Bibs for the Nursery.

Charming were the bibs and table runners for the nursery. So charming, in fact, that Lady Erlington told me she purchased some table runners.

A primrose-coloured linen over-all, embroidered with a pink floral design, was bought by the Queen. "The men do not make up the garments," I was told, "but the embroidery is their work."

On private view day a large number of the disabled men exhibiting their work were entertained at Lady Mond's house. "I do most of the work in the winter months," one who was an exponent of tapestry work told me. "In the summer I like to be out of doors."

For Garden Enthusiasts.

Another makes gardening bags and aprons, some of which Princess Mary purchased. "The aprons are made more quickly than the bags, which take an hour or so to make," he said. "The longest job" is matching up the wools for embroidery.

Large specimens of work copied from original antique pieces are features of the exhibition, which is also open to-day. Very interesting is the petit-point and gros-point embroidery; this includes a copy of an old map in petit-point.

"The work keeps me from getting melancholy," one of the men told me. He could not walk, but his cheery smile which accompanied the remark seemed to say that melancholy was very far away.

NEW IDEAS FOR EVENING DRESSES.



The "picture frock" will be in evidence in smart ballrooms this season. The model on the right, in short pink tucked minon with spotted minon flounces, silver tissue belt and pink roses with silver centres proves how charming it will look. On the left is an evening gown with an oval back trimmed with beads. Silver stockings and silver shoes with jewelled heels would look very smart with these two gowns.

LATEST DECREES FROM PARIS.

WIGS TO BE IN VOGUE THIS YEAR.

Wigs for the well-dressed woman is fashion's latest gesture.

Inaugurated by Paris, sponsored by stage and screen stars for off-stage use, wigs apparently have come into vogue as the most up-to-date of summer accessories.

Of course they are not the fantastic coloured silk wigs in gleaming pinks, lavenders, and greens of last season. Indeed not!

Not yet are they the colonial white wigs that return ever and anon as seasonal fads.

Wigs of 1927 are so natural looking, they defy detection. And of course, they serve a purpose!

First, they look real because they are made with skill and care from the finest human hair. The trick of many of them is that they are actually made from the hair off the head of the woman who wears them.

Salvage.

For it is quite the thing for milady to dig up that "wad" of hair the barber cut off the first time she got a bob and have it transformed into a wig for summer use.



A whimsical boyish wig.

Second, these little works of art really serve a purpose. In this outdoor age, almost every woman of fashion indulges in some form of sports—tennis, golfing or swimming. And wind and water necessitate constant curling of the hair if milady would be stylish.

Last season it was quite all right for the close-cropped boyish bob to be straight and mannish looking. This season, with the advent of the more effeminate bob, it is distinctly not the thing to have straight hair. Luncheons, teas or evening parties call for a feminine bob that goes well with the soft, supple lines of formal gowns.

Here is where the wig functions, for with a becoming wig all curled and waiting on her dressing table, the athletic woman can indulge her athletic inclinations to the utmost, with never a worry about the havoc wind or water plays with her "permanent" wave.

So the little featherweight wig is said to give more freedom from grooming cares to the woman who loves out-door sports.

Personalities.

A third advantage is said to accrue from the wig's advent. Women can change their personalities—have several in fact, from using wigs.

"Gentlemen Prefer Blondes" is now legend. But many a skeptic still would like to see for herself! Though for naturalness' sake most women who use wigs will probably keep to shades that blend with their colouring, it is possible to try out various other complexions.

But, granting that milady sticks to her own shade of hair, there is still ample room for her to experiment in different effects with wigs.

For there are swirling wigs, curled wigs, straight wigs with chic lopsided parts, wigs with Janice Meredith curls, wigs that illustrate every one of the new "sculptured" bobs, and wigs that have bangs. And over and above all the bobbed wigs, are the very newest wigs—wigs of long hair that can transform the day-time athletic girl into the demure "clinging vine" for the dinner and dance.

And so the new accessories bring naturalness, freedom and a chance to change personality. It is no wonder they are having a vogue!



A curly ash blonde wig in fluffy French coiffure.

Evening shawls and capes made of gold lace are on display in several of the smart shop windows. In one instance a wide width of heavy gold lace is merely shirred into a collar line to form a cape effect. The collar is a shirred affair of gold cloth and lace. Again wide squares of all-over gold lace are cut up the centre and rounded out for the neckline letting the points which are bordered in gold silk fringe, fall gracefully.

Let your hip measure be your guide when it comes to gauging your dress size. The width of the body around the hips is the first essential to consider, since it is a very simple matter to alter the length of the skirt and the shoulder seams and sleeves of a gown. Ready-made frocks allow little or no extra material in the side seams for hip alteration and a figure crowded into a narrow-hipped gown looks much larger than it actually is.

OVER THE TEACUPS.

London, May 19.

This week Stephanie has given us a somewhat elaborate gown in white and silver. She calls it a beaded frock with a Cubist design at the hem in beads. When first I looked at the dress and the beaded design, I can't say that it struck me as being anything but pretty and effective, and to hear that it was an expression of the Cubist school of art was somewhat of a shock. However, I expect it sounds very much more alarming than it is. It seems to me that there is an indication of our old friend the poet in the skirt; while I know the oval expanse of back is a la mode. Silver shoes complete the toilette, and if you can "run" to the better. Talking of studded heels, I saw a woman in the foyer of a theatre only last night who was wearing a silver cloak over a green chiffon dress, and her silver shoes had scintillating heels. I never realised until then how much difference a heel can make to a woman's toilette. Her cloak and gown, although nice, were not extraordinary, and the same remark might be applied to her face; but on the strength of those heels, my eyes followed her wherever she went, and I formed certain private resolutions anent "diamond" heels next time.

But we have strayed, as usual, from the dress in hand; and before leaving it, I ought to remind you that if you are of an age or complexion that you cannot effectively wear white, the design will look exquisite in pink, blue or green—in fact any shade you fancy, provided it is cut on the right lines, and you do not stint the beads.

Try This!

Since I have been writing to you, I have collected recipes with zeal if not discretion; but when it is a matter of cheese, I must admit that I make a special note on my own behalf, for if it had been my fate to be shipwrecked upon an island of dreams in coral seas, in addition to the inevitable hero, I should certainly have wanted to be accompanied by barrels and barrels of cheese, for this is the only commodity that I have ever felt inclined to make staple article of diet. Even though you may not personally contemplate anything so drastic, I know you will appreciate Cheese Fondy, and it is made like this: Spread some thin slices of bread (amounting to about a quarter of a pound) with butter; then cover them with thin slices of cheese. Sprinkle over these some mustard, pepper and salt, and lay them in a buttered pie-dish. Now beat the yolks of two eggs in a half a pint of milk, and pour the mixture over. Allow this to bake for about a quarter of an hour. Whip the whites of the eggs stiffly and place on top when the fondy is baked; return to the oven and lightly brown the whites of egg, and sprinkle over the whole some grated cheese.

The Street of Adventure.

If you read "Young Men in Love," by Michael Arlen (Hutchinson) you cannot fail to be thrilled and entertained, although you may not agree—as why should you?—with all the things he and his characters say and do. Like Stephen McKenna and Arnold Bennett, Mr. Arlen has introduced people into his book who intrigue us into trying to work out exactly who they are intended to be; and just as we think we have "got" them, we find that the certainty is nullified by a beard, or a trace of foreign blood, or something which we know the individual in question doesn't possess. Clever Mr. Arlen!

I must not forget to tell you of a discovery of mine which will interest all the satellites, otherwise the lesser "stars." In short, as Mr. Micawber would say, I refer to the amateur actors or actresses. So often amateur performers suffer from limited or moth-eaten material, and it is therefore refreshing to know that, should you be one of the enthusiasts, you can procure a book of nine revue sketches (Samuel French) of the kind one sees in the latest revues, and these terribly exclusive functions in the theatrical world, known as "Green Room Rags." When actors get out to entertain their own fraternity, they generally offer something worth while, as you know, and it was at such an entertainment that I saw at least one of these sketches. They play for anything from five to ten minutes, and usually have about four characters.

JOAN.

PLEATED FROCKS.

PLEATS DESERVEDLY REMAIN.

Cubist and Futurist designs give delightful results when their material is finely pleated. And let me assure you that pleats are still with us, and great favourites in the best showrooms. A little while ago the big dressmakers of Paris made an attempt to do away with pleated frocks—first, because these could be achieved by small dressmakers without great difficulty; and, secondly, because the craze for pleated stuffs quickly became universal, thus depriving such models of that exclusive note which Paris considers so essential.

A Difficult Matter to Kill Popularity.

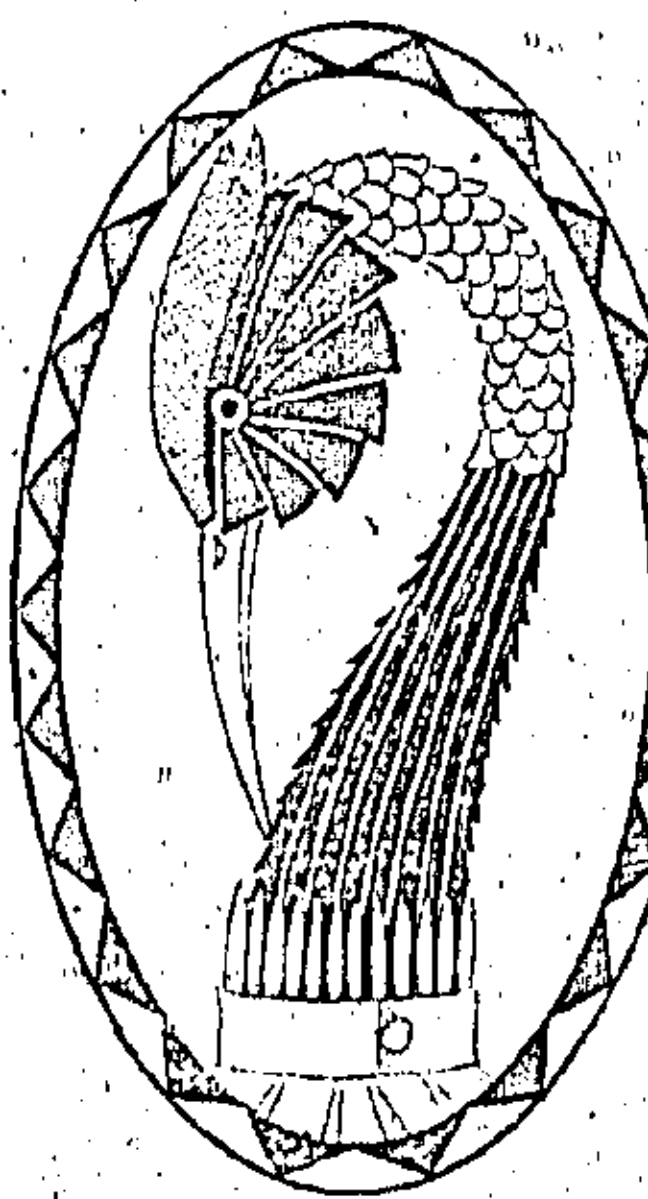
But it is a difficult matter to kill a really popular fashion. Take the small cloche hat, for example, and the long straight "matching" coat, as well as the pleated dresses of which I have just been speaking. Paris says that they are no longer new, but everyone with observant eyes knows that they are still being worn, almost exclusively, and by exceedingly chic women. Cubist designs, finely pleated, give that impression of swift motion which one of our leading designers has called "kinetic." Charming and curiously mysterious, the squares or triangles of black and white appear and disappear with baffling rapidity.

THIS WEEK'S RECIPE.

JELLY WITH APPLES.

Bake six medium-sized or small apples which have had the cores removed and are filled with brown sugar and chopped nuts. When cold, arrange the apples in a pan, and cover with one pint of raspberry jelly. After the jelly has set, cut into squares, using a knife dipped into hot water, and serve with whipped cream; or place each apple in a cup and pour the jelly over.

HEAD HANDLES.



The smartest umbrella handles are fashioned of birds' heads of carved wood, such as this graceful head of the grebe, brightly coloured.

A NEW CABINET.

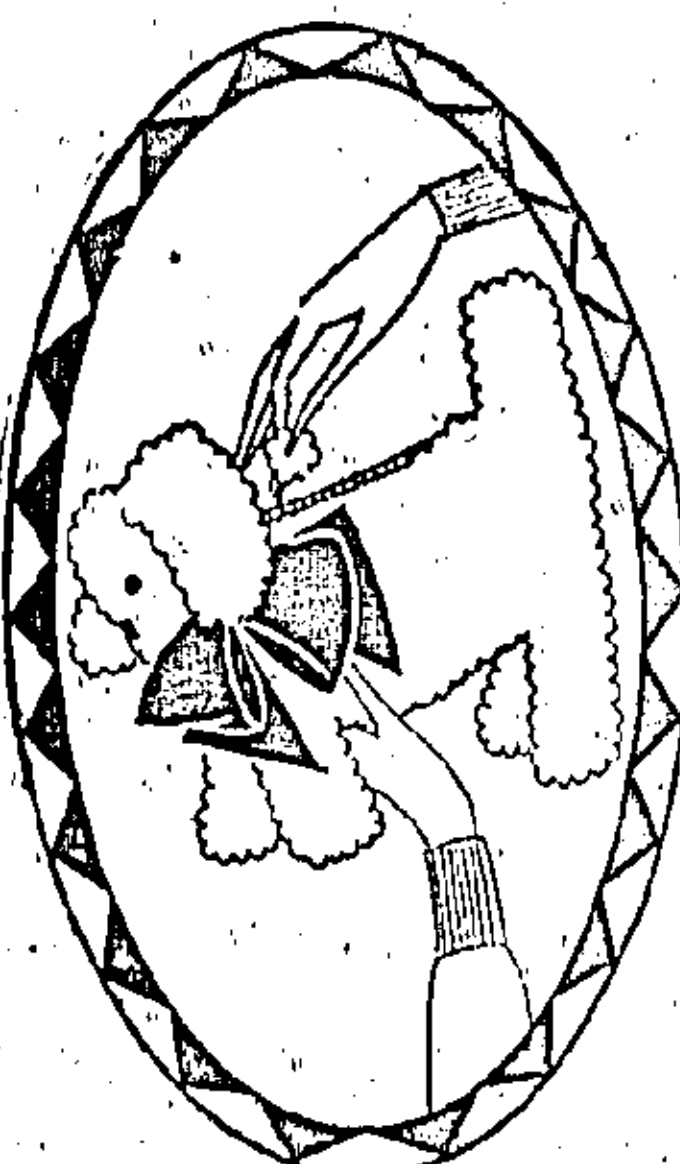
BRITISH MAKE.

A kitchen cabinet of British make which is having increasing sales dispenses with lids for the glass jars. There is a fixture which falls down on to the jars, keeping them airtight and therefore dust-proof. The porcelain ledge which acts as a table can also be used as an ironing board. The glass drawers for cereals have rounded corners, so the cereals do not adhere anywhere.

Water Softener.

Apparatus for softening water is now very simple to manipulate, and some types are small enough to carry when travelling. With a water-softening apparatus displayed at this store, experiments have proved that it is necessary to use but a quarter the amount of soap used with hard water.

PUP BAG.



An amusing new whim in sports bags is this white woolly puppy with a huge pink silk bow and a zipper opening at the top.

BEAUTIFUL WORK.

DISABLED MEN'S STITCHERIES.

Among the numerous exponents of exquisite needlework many of the men who served in the Great War and are now disabled will always hold a prominent place. At every exhibition of their work the exhibits grow more remarkable.

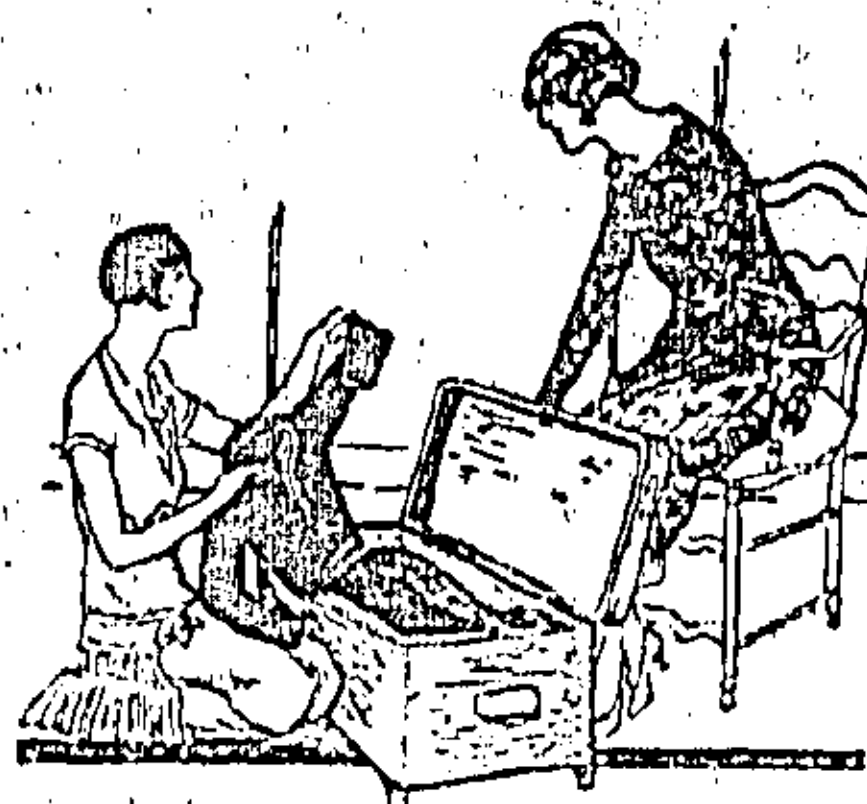
Softest satin and coarse canvas are decorated equally successfully with beautiful stitchery, and are made up into items of luxury and utility.

Royal Purchases.

At the exhibition of the Disabled Soldiers' Embroidery Industry, organised by the Friends of the Poor, which opened yesterday at 35 Lowndes-square, lent by Lady Mond, a great many of the exhibits were beautifully worked with cross-stitch. Pretty examples were the small, fine canvas perambulator cushions, one of which, decorated with a design of wooden soldiers and little trees, was bought by the Queen. Cross-stitch also ornamented the linen reins, another of the Queen's purchases.

Beautiful!

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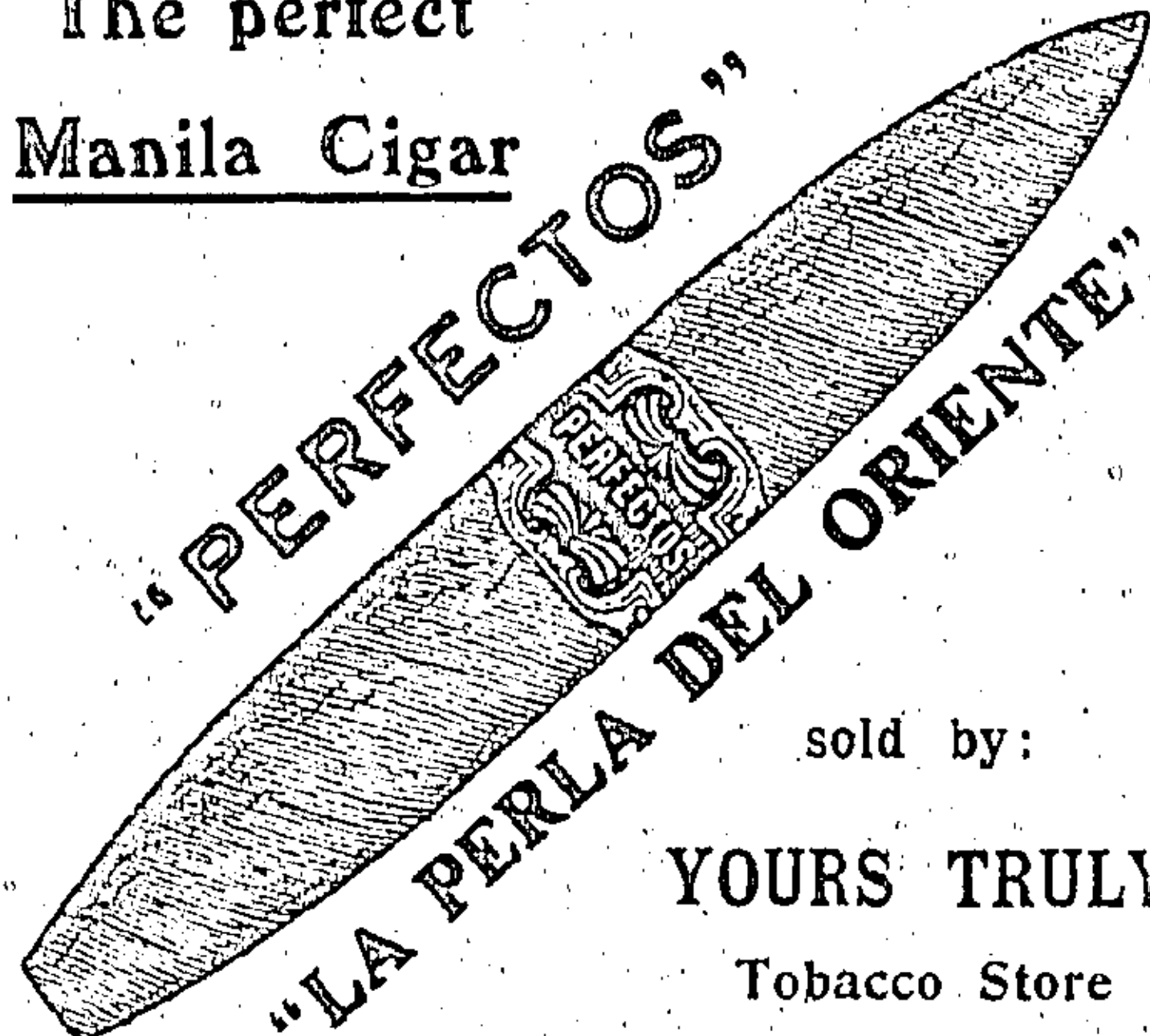
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**COOKERY ONLY A
BAD HABIT.****MEN WHO ARE TOO OLD AT
FIFTY.**

Cookery, as usually practised in this country, is merely a bad habit. So declared Dr. Leonard Williams when he delivered the Cavendish Lecture at Kensington Town Hall, London. Everyone, he said, admits that we all eat too much, but everyone insists that the reproach applies to the other fellow, never to himself.

Thus, at 50, our friend the man in the street shows definite signs of senile decay in the shape of a bald head with pathetically misplaced pride.

When Prometheus stole the secret of fire production from the gods and gave it to mankind cookery was born. From that time onward the deficiency disease known as premature senescence has been the rule.

Gluttony and cookery have plotted together to deprive man of his pluck, to induce him to take his troubles lying down instead of taking arms against them and "by opposing ending them."

Fasting Safest and Best.

Cookery as at present practised, continued Dr. Williams, is nothing but a species of more than usually stupid snobbery. Most sensible people would rather drink water than bad wine, but judging by the common custom, the same people would rather eat badly-cooked food than eat uncooked salads, dairy produce, and those kindly fruits of the Lord for which they vociferously thank the Lord on Sunday and relegate to an emaculating stewing pan on Monday.

Fasting was the safest and most natural of all remedial measures. During the first few days when the expectant stomach is made to suffer the sorrows of deferred hope, it may be difficult to discern any blue in the sky. Nevertheless the gloom of these few days may be lightened by the sure prospect of ultimate victory, and with these days behind him the patient is impelled to wonder why he eats anything.

Dr. Williams discussed what might have been had the plasmic constituents of characters in history been different. It had been said that if Cleopatra had been furnished with a tip-tilted nose the whole history of the later world would have been different from what it has been.

With a different combination of plasmic constituents, ventured Dr. Williams, Henry VIII. might have been a bachelor, Charles II. a Puritan, and Napoleon a recluse.

**THE DOG IN THE
HOME.****NO DANGER WITH PROPER
CARE.**

There are few subjects on which more divergent opinions are held than on the question as to whether it is unwise, from the health point of view, to keep dogs in the house, writes Sir W. Arbuthnot Lane, in a London paper.

As, in most controversial subjects, so much depends on the care and attention that are given to the health and habits of the dogs. Indeed, the problem is identical with that of the human being. If the owners of the dogs lead normal healthy lives and attend to their own functions with regularity, they are certain to devote the same care and attention to their dogs.

If they feed the dog properly and afford it the advantage of a run after its meal it will continue to be healthy, and a healthy dog is a joy which nothing else can equal.

If, on the contrary, the dog is improperly fed, and is not encouraged to form regular habits, it suffers often very severe pain and discomfort. Its intestine becomes infected with worms, and, just as in the case of the human, its health degenerates.

When this degenerative process of the tissues has continued for a sufficiently long time it becomes a very suitable nidus for the growth of the cancer germ, and the pet dog, like the savage when associated intimately with civilisation, pays the same dire penalty.

Risk of Infection.

It develops many of the other diseases of civilisation, one of which becomes very conspicuous and particularly distressing to the dog. I mean pyorrhea. It causes the dog great discomfort, since it can no longer eat or gnaw hard substances, and the teeth soon become displaced and later drop out.

It is generally assumed that the owner of the dog is very liable to become infected by kissing or otherwise fondling the animal. At the same time it is quite as likely that the dog runs at least as great a risk of infection from its owner in the same circumstances.

With proper care and attention the risk run by keeping suitable pet dogs indoors is practically nil, while the pleasure afforded by their companionship is one of the greatest boons which humanity possesses. The unselfish affection and devotion of the dog cannot be equalled by man or woman. To children the dog is even more a companion, sharing their joys and pleasures.

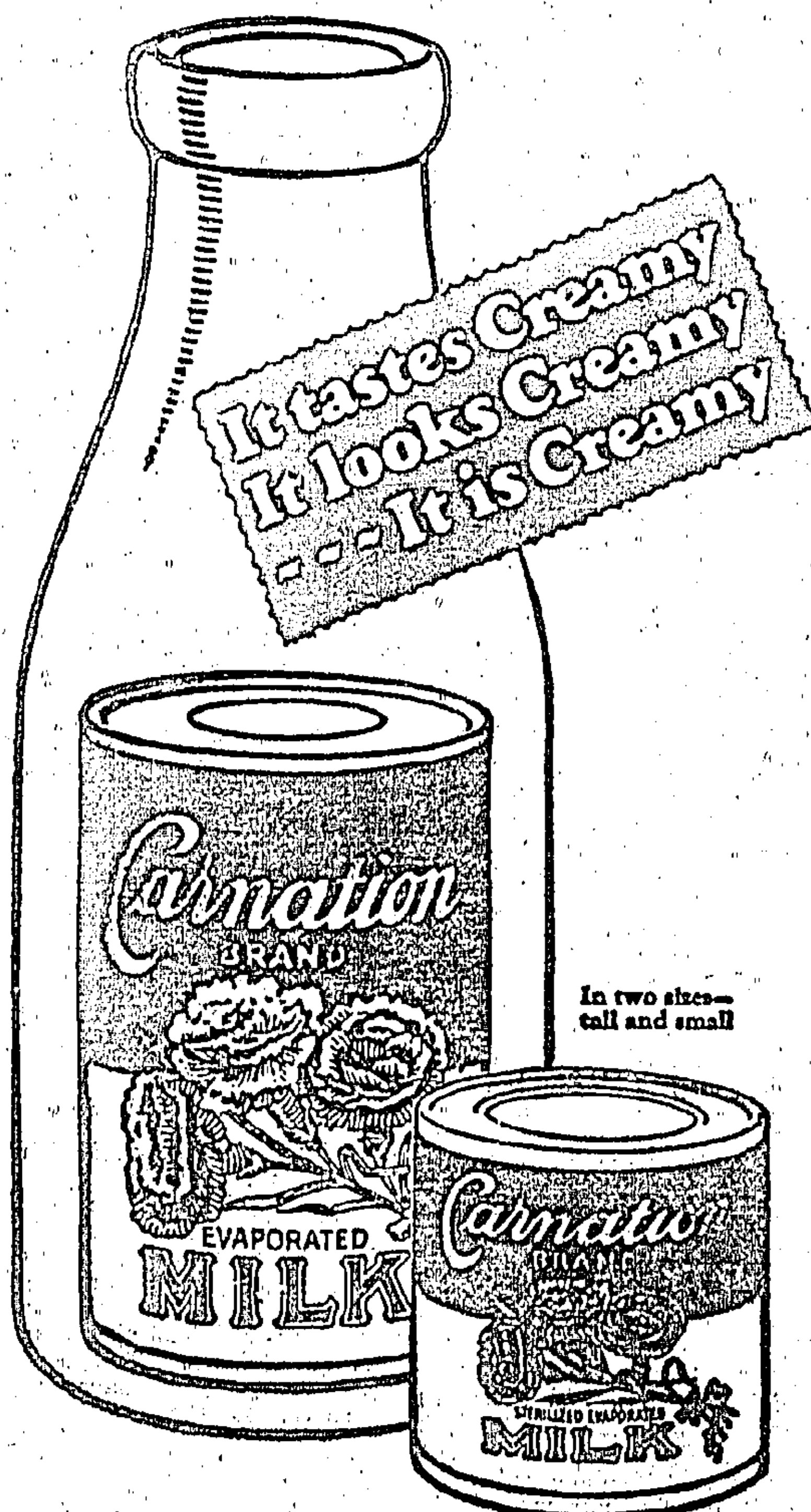
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"THE SUNSHINE BELT"

PRESIDENT JEFFERSON... Mon., July 4th, Midnight
PRESIDENT LINCOLN ... Tuesday, July 19th
PRESIDENT MADISON ... Tuesday, Aug. 2nd
PRESIDENT JACKSON ... Tuesday, Aug. 16th
PRESIDENT McKINLEY ... Tuesday, Aug. 30th
THEREAFTER FORTNIGHTLY SAILINGS ON TUESDAYS.

HONGKONG TO EUROPE SPECIAL LOW RATES

Via San Francisco or Seattle

£120 £112

DIRECT CONNECTIONS WITH ALL ATLANTIC LINES.

Choice of railway-lines across United States and Canada, with liberal stop-over privileges for sight-seeing. Ask for information. Following are suggested itineraries:

| From Hongkong | Via | Connecting with Steamship | From N. York | Arriving at |
|---------------|---------------|---------------------------|--------------|------------------------|
| July 4 | San Francisco | Majestic | Aug. 6 | C'burg-S'mp'tn Aug 12 |
| July 13 | Seattle | Berengaria | Aug. 10 | C'burg-S'mp'tn Aug 16 |
| July 19 | San Francisco | Leviathan | Aug. 20 | P'mth-C'burg Aug 26 |
| July 27 | Seattle | Aquitania | Aug. 24 | C'burg-S'mp'tn Aug 30 |
| Aug. 2 | San Francisco | Majestic | Sept. 3 | C'burg-S'mp'tn Sept 9 |
| Aug. 10 | Seattle | Minotaur | Sept. 6 | P'mth-C'burg Sept 12 |
| Aug. 16 | San Francisco | Olympic | Sept. 17 | C'burg-S'mp'tn Sept 23 |
| Aug. 24 | Seattle | Berengaria | Sept. 21 | C'burg-S'mp'tn Sept 27 |
| Aug. 30 | San Francisco | Homer | Oct. 1 | C'burg-S'mp'tn Oct. 7 |
| Sept. 7 | Seattle | Aquitania | Oct. 6 | C'burg-S'mp'tn Oct. 11 |
| Sept. 13 | San Francisco | Majestic | Oct. 15 | C'burg-S'mp'tn Oct. 21 |
| Sept. 21 | Seattle | Leviathan | Oct. 22 | C'burg-S'mp'tn Oct. 28 |

TO SEATTLE AND VICTORIA VIA SHANGHAI,
KOBE AND YOKOHAMA.

"THE FAST SHORT ROUTE"

PRESIDENT GRANT ... Wednesday, July 13th
PRESIDENT CLEVELAND ... Wednesday, July 27th
PRESIDENT PIERCE ... Wednesday, Aug. 10th
PRESIDENT TAFT ... Wednesday, Aug. 24th
PRESIDENT JEFFERSON ... Wednesday, Sept. 7th
THEREAFTER FORTNIGHTLY SAILINGS ON WEDNESDAYS

TO EUROPE AND NEW YORK.

VIA MANILA, STRAITS, COLOMBO, SUEZ,
PORT SAID—ALEXANDRIA—NAPLES—
—GENOA—MARSEILLES.
Thence to BOSTON and NEW YORK.

PRESIDENT VAN BUREN Tues., July 5th, 8.00 a.m.
PRESIDENT HAYES ... Tuesday, July 19th 8.00 a.m.
PRESIDENT POLK ... Tuesday, Aug. 2nd 8.00 a.m.
PRESIDENT ADAMS ... Tuesday, Aug. 16th 8.00 a.m.
PRESIDENT GARFIELD ... Tuesday, Aug. 30th 8.00 a.m.
THEREAFTER FORTNIGHTLY SAILINGS ON TUESDAYS.

TO MANILA.

PRESIDENT VAN BUREN ... July 5th, 8.00 a.m.
PRESIDENT GRANT ... July 5th, 6.00 p.m.
PRESIDENT LINCOLN ... July 4th, 6.00 p.m.
PRESIDENT HAYES ... July 19th, 6.00 a.m.
PRESIDENT CLEVELAND ... July 19th, 6.00 p.m.

For Passenger and Freight Rates apply to

THE ROBERT DOLLAR CO.
GENERAL AGENTS.

HONGKONG AND SHANGHAI BANK BUILDING, GROUND FLOOR
Telephones Central 2477, 2478 & 795.

HOLLAND EAST ASIA LINE OF THE United Netherlands Navigation Company,



Regular four-weekly service between
Japan, Vladivostok, China, Hongkong,
Manila, Singapore

AND
Genoa, Rotterdam, Amsterdam,
Hamburg, Bremen and North
Continental Ports.

Sailings for Genoa, R'dam, A'dam, Hamburg & Bremen.

S.S. GEMMA ... 10th July.
S.S. ZOSMA ... 7th August.
S.S. OOSTKERK ... 4th September.

Arrivals From Europe.

S.S. OOSTKERK ... 25th July.
S.S. OUDERKERK ... 22nd August.

All steamers have a limited accommodation for passengers.
For Freight, Passage and further particulars please apply to

JAVA-CHINA-JAPAN LIJN

Tel. Central No. 1574.

Agents, York Building.

BANK LINE LTD.

AGENTS FOR

ELLERMAN & BUCKNALL S.S. CO., LTD.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

UNITED KINGDOM & CONTINENT ... ELLERMAN LINE
S.S. "CITY OF TOKIO" ... Havre, London, Rotterdam & Hamburg ... 3rd July.
S.S. "CITY OF GLASGOW" ... Havre, London, Rotterdam & Hamburg ... 10th August.

AUSTRALIA ... AUSTRAL-EAST INDIES LINE
Sailings from SINGAPORE on 7th of every month by "CITY OF PALESTINE" or "CITY OF SPARTA"
to Java, Fremantle, Adelaide, Melbourne and Sydney and VICE VERSA.
Through Freight and Passenger booking from Hongkong in conjunction with "Ellerman" Line or
other services.

BOSTON, NEW YORK & BALTIMORE ... AMERICAN & MANCHURIAN LINE
S.S. "CITY OF CHESTER" ... via Suez Canal ... 14th July.
S.S. "CITY OF BEDFORD" ... via Suez Canal ... 14th August.

ALSO, AGENTS FOR

ANDREW WEIR & CO.

SERVICES TO

BOSTON & NEW YORK ... AMERICAN & ORIENTAL LINE
S.S. "COMERIC" ... via Suez Canal ... 25th July.

MAURITIUS & SOUTH AFRICA ... ORIENTAL AFRICAN LINE
S.S. "TINHOW" ... From Hongkong ... 25th July.

Loading for Mauritius, Delagoa Bay, Durban, East London, Algoa Bay (Port Elizabeth), Mossel Bay and
Cape Town.
Through Bills of Lading issued to Beira, Quillimane, Ibo, Port Amelia, Mozambique, Ohinde, Inhambane,
Zanzibar, Mombasa, Kilindini, Port Nolloth, Luderitz Bay, Walvis Bay and Madagascar.

For freight or passage on any of the above lines apply—

Telephone Central 4791.

THE BANK LINE, LTD.

Shortest, Most Interesting Way to EUROPE

To the United States—
To Canada!
9 Days Across
from Japan

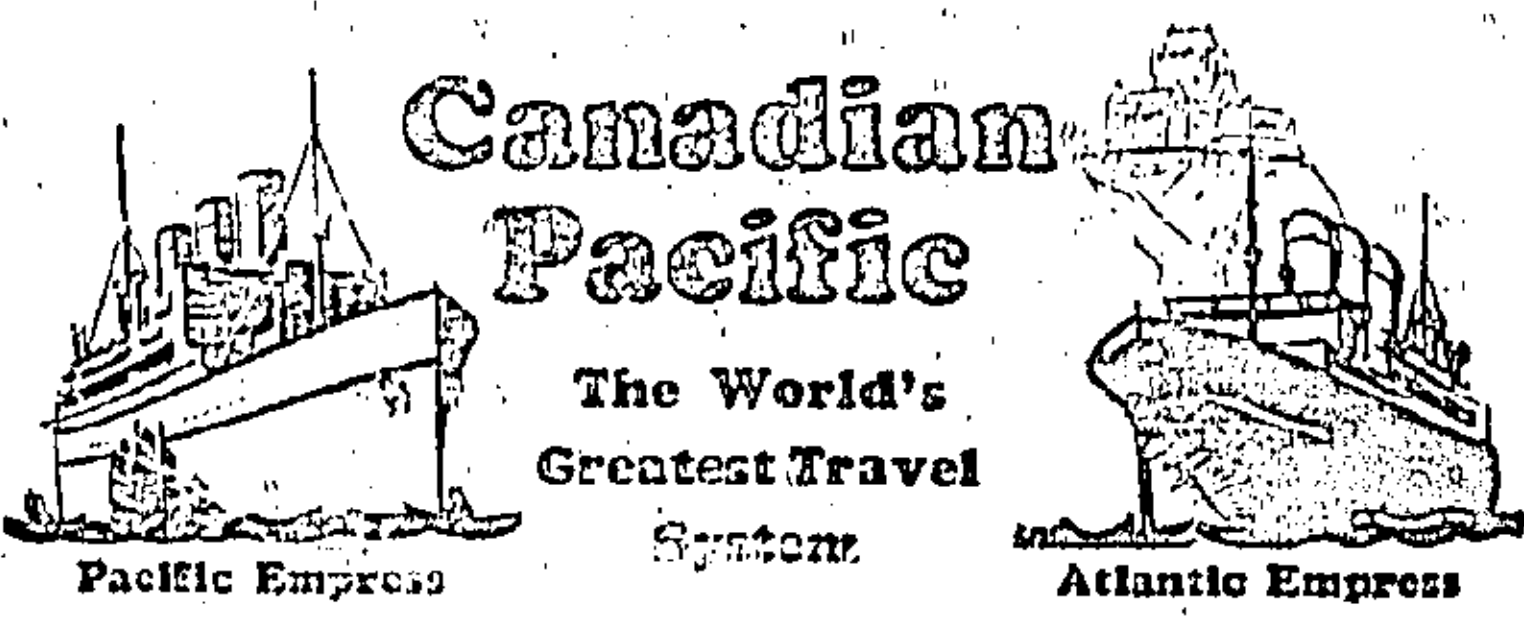


The Trans-Canada Limited

Nothing drawn out ocean trip but rapid... sea journey with rail... cool and comfortable! Shortest route across the Pacific... from Japan! Shortest across America! Shortest across the Atlantic! And at each transfer, only a stop from steamer to train. Express of Canada, Empress of America, Empress of Russia are largest and fastest liners across the Pacific, 17 days from Hong Kong, 14 days from Shanghai, 9 days from Yokohama. Then, at Vancouver... through the thrilling Canadian Pacific Rockies... Fifty Switzerland in One!

The Atlantic Empresses and Cabin Class Ships sail from Montreal and Quebec, 1,000 miles on the St. Lawrence... then about 4 days express... to Liverpool, Southampton, Belfast, Queenstown, Cherbourg, Antwerp, Hamburg. This Service, combined with the Pacific Railway and Hotel Services en route... offer you, or members of your family travelling en masse... the utmost in comfort and delicious personal attention. All one management... Canadian Pacific.

Let a Canadian Pacific agent or his representative tell you how attractive the through rates are and... how short, comfortable and convenient the route.



INDO CHINA STEAM NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.
Destination. Steamer. Sailings.

SHANGHAI via Swatow ... Fooshing Sun. 3rd July at noon
OSAKA Amoy, S'hai, Moji, Kobe, Laisang Tues. 5th July at 7 a.m.
SHANGHAI ... Chaksang Tues. 5th July at 7 a.m.
TSINGTAU Swatow & S'hai Yatsing Wed. 6th July at 10 a.m.
STRAITS & Calcutta ... Namsang Fri. 8th July at 3 p.m.
TIENSIN Swatow & S'hai Kwongsang Sun. 10th July at 10 a.m.
HAIPHONG ... Minsang Sun. 10th July at 10 a.m.
TIENSIN ... Chipshing Mon. 11th July at 5 p.m.
TSINGTAU Swatow & S'hai Hopsanz Wed. 13th July at 10 a.m.
OSAKA Amoy, S'hai, Moji, Kobe Hopsanz Thurs. 14th July at 7 a.m.

For freight or passage apply to—

JARDINE, MATHISON & CO., LTD.

Telephone 215. Central.

General Managers.

SHIPBUILDERS

SHIP REPAIRERS.

BOILER MAKERS.

FORGE MASTERS.

OXY-ACETYLENE AND

ELECTRIC WELDERS.

MECHANICAL AND

ELECTRICAL

ENGINEERS.

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P. & O.-BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES INCORPORATED IN ENGLAND)
Taking Cargo on through Bills of Lading for Straits, Java and
Borneo, Ceylon India, Persian Gulf, Mauritius, E. & S. Africa,
Australia, including New Zealand & Queensland Ports,
Red Sea, Egypt, Constantinople, Greece, Levantine Ports,
Europe, etc.
INSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.
(UNDER CONTRACT WITH H.M. GOVERNMENT.)

| | Tons | From Hong-kong (about) | Destination |
|-----------|--------|------------------------|----------------------------|
| HIVA | 9,135 | 9th July. | Marseilles, L'don & A'warp |
| LIPORE | 5,293 | 21st July. | Straits & Bombay |
| ACORDONIA | 11,120 | 23rd July. | Marseilles & London |
| ALYAN | 9,144 | 27th July. | M'les, L'don A'warp & Hull |

Frequent connections from Port Said for Passengers & Cargo to Constantinople, Trebizond, Smyrna and other Levant Ports by Steamers of the Rhedivial Mail S.S. Co.

BRITISH INDIA-APCAR SAILINGS

| | Tons | From Hong-kong (about) | Destination |
|--------|--------|------------------------|---------------------------|
| ALMA | 10,000 | 4th July. | S'pore, Penang & Calcutta |
| AKLIWA | 7,936 | 12th July. | S'pore, Penang & Calcutta |

EASTERN & AUSTRALIAN SAILINGS (South)

| | Tons | From Hong-kong (about) | Destination |
|---------|-------|------------------------|-------------------------------|
| ARAFURA | 6,000 | 29th July. | (Manila, Sandakan, Thurs.) |
| ANDA | 6,956 | 2nd Sept. | (Island, Townsville, B'banc.) |
| ALBANS | 4,500 | 20th Sept. | (Sydney and Melbourne) |

Regular Monthly Sailings from Hongkong to Japan and
Hongkong to Australia.

The P. & O. S.S. Co., Ltd. steamers will also call at Shanghai, H'kong, Cebu, Manila, Java, Timor, Darwin, or other ports en route as indicated on the
Frequent connections from Australia with the following—
The Union S.S. Co's Steamers to the United Kingdom via New Zealand,
Lyons, San Francisco, etc.

The P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co's Steamers to Southampton and London via
Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

| | Tons | From Hong-kong (about) | Destination |
|------------|--------|------------------------|------------------------------|
| ARAFURA | 6,000 | 5th July. | Moji, Kobe, Osaka & Yokohama |
| NOVARA | 6,989 | 7th July. | Shanghai, Moji & Kobe |
| KASHGAR | 9,005 | 8th July. | S'hai, Moji, Kobe & Yokohama |
| NYANZA | 7,023 | 8th July. | S'hai, Moji, Kobe & Yokohama |
| TARA | 6,322 | 13th July. | Shanghai, Kobe & Osaka |
| SANTHIA | 7,754 | 18th July. | Moji, Kobe & Yokohama |
| RAWALPINDI | 16,619 | 22nd July. | S'hai, Moji, Kobe & Yokohama |
| DEVANHA | 8,155 | 5th Aug. | S'hai, Moji, Kobe & Yokohama |

*Will not take passengers northwards.
All dates are approximate and subject to alteration without notice.

Parcels Measuring not more than 2 ft. x 2 ft. x 1 ft. will be
received at the Co's Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freight, etc., apply to
MACKINNON, MACKENZIE & Co.,
P. & O. Bldg., Connaught Rd., O.

GLEN LINE.

Fare Hongkong to London £82.

LONDON, ROTTERDAM & HAMBURG via STRAITS & COLOMBO.

| Steamship | From Hong-kong (about) | Destination |
|-----------------------------|------------------------|-------------|
| "CARNARVONSHIRE" (Via Oran) | 12th July. | London |
| "PEMBROKESHIRE" (Via Oran) | 27th July. | London |
| Motor Vessel "GLENOGLE" | 24th Aug. | London |
| Motor Vessel "GLENGARRY" | 21st Sept. | London |

SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOK.

| Motor Vessel | From Hong-kong (about) | Destination |
|--------------|------------------------|-------------|
| "GLENOGLE" | 5th July. | Shanghai |
| "GLENAMOY" | 27th July. | Shanghai |
| "GLENGARRY" | 4th Aug. | Shanghai |
| "GLENAPP" | 18th Aug. | Shanghai |
| "GLENLUCE" | 4th Sept. | Shanghai |

For freight, passage and further particulars, apply to:

JARDINE, MATHESON & CO., LTD.

AGENTS: THE GLEN LINE, LTD.

BOSTON, NEW YORK & BALTIMORE.

JOIN SERVICE OF THE

"BLUE FUNNEL LINE"

(OCEAN S.S. CO., LTD. & CHINA MUTUAL S.S. CO., LTD.)

AMERICAN & MANCHURIAN LINE.

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

SAILINGS FROM HONGKONG

| S.S. | From Hong-kong (about) | Destination |
|-------------------|------------------------|----------------|
| "CITY OF CHESTER" | 14th July. | via Suez Canal |
| "HELENUS" | 31st July. | via Suez Canal |
| "CITY OF BEDFORD" | 14th Aug. | via Suez Canal |

Steamers proceed via Suez Canal or Panama Canal at owner's option.

Subject to Change without notice.

For freight and particulars apply to:—

BUTTERFIELD & SWIRE or THE BANK LINE, LD., HONGKONG.

Hongkong & Canton. Jardine Matheson & Co., Ltd., Canton.

AUSTRALIAN-ORIENTAL LINE, LTD.

"Changte" & "Taiping."

THESE NEW VESSELS MAINTAIN A REGULAR SERVICE FROM
HONGKONG TO AUSTRALIAN PORTS.
Via MANILA, AND THURSDAY ISLAND.

Through Bills of Lading issued to all Australian, New
Zealand and Tasmanian Ports.

EXCELLENT & MOST UP-TO-DATE FIRST & SECOND CLASS PASSENGER ACCOMMODATION.
HONGKONG TO SYDNEY—19 DAYS.

| STEAMER | Due Hongkong on or about | Sails hence on or about |
|---------|--------------------------|-------------------------|
| TAIPING | 8th July | 15th July |
| CHANGTE | 9th August | 16th August |
| TAIPING | 6th September | 13th September |
| CHANGTE | 11th October | 18th October |

For Freight & Passage, apply to—BUTTERFIELD & SWIRE,
Tel. C. 36. Agents.

AUSTRAL-CHINA NAVIGATION CO.**S.S. "CALULU"**

will sail hence on the

4th AUGUST

For SYDNEY, MELBOURNE & ADELAIDE

via Manila, Sandakan, Balikpapan, Rabaul and Samarai

For Freight and Particulars Apply to

DODWELL & CO., LTD.

Agents,
Tel. No. Central 1080.

Queen's Building.

HONGKONG, CANTON & MACAO STEAMERS.

THE HONGKONG, CANTON AND MACAO STEAMSHIP CO., LTD.

CANTON LINE.

Sailings from Hongkong—Daily at 1 a.m. and 8 a.m. (Sundays)

Sailings from Canton—Daily at 8 a.m. and 3 p.m. (Sundays)

The 3 p.m. Steamer from Canton (SUNDAY)

(EXCEPTED) on arrival in Hongkong berths at

Wing Lok Street Wharf.

All Steamers will, as usual, leave for Canton from

the Hongkong Wharf.

MACAO LINE.

FROM HONGKONG: 8 A.M. and 2 P.M. (Weekdays only).

FROM MACAO: 8 A.M. and 2 P.M. (Weekdays only).

SPECIAL WEEK-END SAILINGS.

RETURN SALOON PASSAGE FARE: \$5.00.

(Friday to Monday inclusive).

HONGKONG TO MACAO MACAO TO HONGKONG

Friday, 1st July. 9.00 a.m. "SUI AN" 8.00 a.m. "SUI TAI"

2.00 p.m. "SUI TAI" 3.00 p.m. "SUI AN"

Saturday, 2nd July. 8.00 a.m. "SUI AN" 8.00 a.m. "SUI TAI"

3.00 p.m. "SUI TAI" 2.00 p.m. "SUI AN"

Sunday, 3rd July (Macao Races). 9.00 a.m. "SUI AN" 3.00 p.m. "SUI AN"

10.00 a.m. "TAISHAN" 6.00 p.m. "TAISHAN"

Monday, 4th July. 8.00 a.m. "SUI TAI" 8.00 a.m. "SUI TAI"

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A "COLONIAL HOUSE."

THE PRESENT INADEQUATE FACILITIES.

One of the subjects discussed by the

Colonial Conference which has been

sitting in London during the last

few weeks was the value of the

existing Colonial Agencies in the

Empire and the possibility of

adding to their number or other-

wise expanding their activities.

It is not known whether any de-

finite action in this direction was

agreed upon, but in any case the

matter is of no little importance

in connection with the development

of the Colonial Empire and the

extension of trade between it and

Great Britain. The time would

appear to be ripe for taking

effective steps to improve those

Agencies which are already

established and to secure the

efficient representation of a num-

ber of important Colonies which

have not yet opened offices of their

own in London.

At present the list of Colonial

Agencies in London is as follows:

—Federated Malay States, Can-

ton, Victoria, British

Guiana, Tobago, etc. To these

may be added the semi-official

West India Committee, with

offices in Trinity-square, and the

Sudan Government Railways office

in Buckingham Gate, to which

they were removed some years ago

from the site in Northumberland-

avenue formerly occupied by them.

Nigeria, with its 20,000,000 people,

Ceylon, Mauritius, Fiji, and Cyprus

are among the Colonies without

trade and information agencies in

London.

Inconvenient Sites

It will be observed that the

existing offices are not only

scattered over a wide area extend-

ing from Buckingham-gate to

Trinity-square, but are almost

without exception very badly

housed and sited from the point

HOTELS.

THE HONGKONG

HONGKONG HOTEL: REPULSE BAY HOTEL: PEAK HOTEL
Telegraphic Address: "KREMLIN, HONGKONG."

AND

SHANGHAI

ASTOR HOUSE HOTEL: PALACE HOTEL;
MAJESTIC HOTEL.

Telegraphic Address: "CENTRAL, SHANGHAI."

HOTELS.

LIMITED.

In association with the Grand Hotel
Des Wagons Lits, Peking.

KING EDWARD HOTEL.

Most Modern and Central Hotel in the Colony, all Bed Rooms,
newly renovated and installed with Box Spring Beds, Hot and
Cold Water, also Telephone. All Trams pass in front of
Hotel. Most Moderate Rates in the Colony.
Hotel lunch meets all steamers.
Dining Room and Lounge now open to the Public.

PROF. C. THERPES

and

MISS MARGUERITE SENOUR

will give Exhibition Dances every
TUESDAY & FRIDAY
5 to 6.30 p.m.

Tel. Add Victoria.

Telephone C.373.

J. H. WITCHELL,

Manager.

HOTEL SAVOY

Famous for its Comfort, Conveni-
ence, Appointments and Cuisine.
You'll be proud to stay at the Savoy.

HOTEL METROPOLE. HOTEL BOA VISTA.

22, Ice House Street. Macao.
UNDER THE SAME MANAGEMENT.

KOWLOON HOTEL

PREMIER HOTEL IN KOWLOON

Modern Toilet System.

Elevator and Telephones to each floor.

Smoking Room and Saloon Bar. First Class Billiard Table
Recently renovated throughout.

Manager's Personal Attention

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Cables KOWLOTEL, HONGKONG

Manager

PALACE HOTEL

Tel. Kowloon No. 8. Tel. Address "PALACE."
Three minutes from Kowloon Wharf, Ferry and Railway Station.
Entirely under English Management. Electric Light and Fans throughout.
Every Room with Private Bath, Lounge, Bar and Billiard-rooms.
Unrivalled Cuisine under the personal supervision of the proprietress.
Terms moderate. Special terms to families on application to:
Mrs. J. H. OXBERRY, Proprietress.

EUROPE

Cables:—
"EUROPE"
Singapore.

HOTEL

SINGAPORE.

After-dinner
dancing every
Tuesday, Thursday
and Saturday

Grill

THE EUROPE HOTEL, LTD.

Arthur E. Odell, Managing-Director.

15,000,000 EGGS.

RESTORING SALMON IN
CANADIAN RIVER.

Montreal.—The largest single
consignment of salmon eggs ever
shipped in Canada was that made
by officers of the Fish Culture Ser-
vice of the Department of Marine
and Fisheries to the upper waters
of the Fraser river in British Col-
umbia. Fifteen million eggs, in the
"eyed" stage, were transferred
in specially constructed crates
from the Dominion Government's
fish hatchery at Pemberton on the
Fraser river below Hell's Gate can-
yon to the following spawning
grounds in the Upper Fraser:
Stuart lake, Francois lake, Bowron
lake, and the Quesnel lakes.

In the transportation of eyed
eggs and young fry from the hatch-
ery below Hell's Gate canyon to
what at one time were most pro-
ductive spawning grounds of the

DANISH COMMUNIST
THRASHED.BRITISH SAILORS'
PATRIOTISM.

Copenhagen, June 9.—Accosted
by a young Danish Communist
offering seditious literature print-
ed in English three sailors of the
British Naval Squadron visiting
Copenhagen thrashed the offender
and tore up his stock of leaflets.

Fraser river system the Fish Cul-
ture Service is performing an im-
portant work.

Last year the big shipment of
16,000,000 sockeye eggs was made
to the upper waters of the Fraser,
and it is hoped that a continuation
of these methods will result in re-
establishing the Upper Fraser
firmly as a great sockeye spawning
area.

Printed and Published for the Proprietor by FREDERICK
PERCY FRANKLIN, at 1 and 3, Wyndham Street, in the City of
Victoria, Hongkong.

HONAN TERROR.

WHY NORTHERNERS
FLED.

SIGNS OF COMMUNISM.

Tsingtao, June 20.

The first letters that have come
through from Honan, since the
evacuation of the city of Kaifeng,
by the Northern Army, on May
29, have just been delivered.
From these letters we learn a
good deal of the terrors through
which the residents of that city
passed from May 23 until the date
of the last letter, June 5.

On the former date, the greatest
signs of uneasiness on the part of
the administrative heads of the
city, was observed, and all kinds
of wild rumours began to circulate
freely. These rumours all had to
do with the defeat of the Fengtien
forces, and the imminent possibi-
lity of the approach of the Nation-
alist armies.

The Retreat Commences.

The following day, two tuan of
troops, belonging to the 11th Army,
appeared in Kaifeng. They told
stories of their defeat in the
neighbourhood of Shangtsai and
Chumantien. They most assuredly
had the fear of death in their
hearts, and this fear was seem-
ingly communicated to their heels for
they covered the ordinary five
days march from the Shangtsai
district, in two days. These
troops moved on toward the west,
but, on the 25th, other disorderly
troops appeared in the city. They
told of their defeat at the hands
of the Southerners, and then of
their falling into the hands of
the Red Spears. On the 26th
there was every sign of a general
retreat of the armies.

Through there was a proclama-
tion posted in the city on the date
saying there was no truth in the
reports of a defeat, individual
soldiers continued to report that
they had suffered a great defeat
and that the Southerners were
close on their heels. By the 28th
there were no more attempts to
deny the rumours, for all rolling
stock was commandeered, and the
order was given out for a general
retreat.

On the 27th, it was thought that
the Southerners were as close as
Chenliu, only 45 li away from Kai-
feng on the east. News was
brought in that both Chenliu and
Chihshien had fallen. One tuan of
soldiers was sent out to face the
invaders, when it developed that
both of these cities had been taken
by the Red Spears.

Communist Posters.

On the May 29, by two o'clock in
the early morning, there were no
more northern soldiers in the
city, which was turned over to the
care of the police. The gates were
closed very early that night, and
the people were terrorized by in-
termittent firing all through the
night. All the next day the gates
remained closed, and although
there was yet no sign of the
Southern forces. On this the
anniversary of the Shanghai in-
cident of May 1926, the city was
plastered with green bills, of a
very decided communistic
character. Perhaps this was an
intelligent preparation for the
coming of the Hankow forces, it
may also be that the seed, sown
for the past several years, was
bearing fruit.

A translation of this poster will
be interesting. It is in 11 points,
as follows:

1. Commemorating May 30,
work up the fighting spirit to a
burning zeal.
2. Down with the May 30 mur-
derers, the English and Japanese
imperialists, and the Fengtien
Militarists.
3. Down with Chiang Kai-
shek, who continues the military
spirit and annihilates the people.
4. Return the foreign Conces-
sions.
5. Expel all foreign soldiers in
China.
6. Expropriate the properties of
the Imperialists in China.
7. Support the Wu-Han Gov-
ernment.
8. Erect a Government of the
people.
9. The Honanese ought to
unitedly arise and requite the
enmity of Fengtien.
10. "Wan sui" for the union of
Labour and Agriculture.
11. "Wan sui" for the national
Revolution, and for the World
Revolution.

Red Spears at the City.

Towards evening of May 30
several thousands of Red Spears
suddenly appeared north of the
city. They seemed to fear an
ambush of the Mukden troops, so
did not come around the city.
All that night again, firing con-
tinued, and the police did not
dare to patrol. They however re-
mained on the walls and at the
gates and refused admittance to
Red Spears, bandits, and pseudo-
nationalists alike. This period of
terrorism continued for several
days. Open murders were com-
mitted in the streets of the south

BYRD'S BAD LUCK.

(Continued from Page 1.)

ing Chamberlin and Levine and
their wives, with flowers to wel-
come the crew of the "America."
—Reuter.

A Mystery.

Paris, July 1, 8.10 a.m.

After neighbouring aerodromes
had been throughout the night
most agitated and excited the
whereabouts of Commander Byrd
are still an absolute mystery at
six o'clock in the morning.
Searches throughout the country,
and continuous flares from rockets
and wireless calls have all up to
the present had no result.

Falls into Sea.

Paris, Later.

An official telegram received
from Le Bourget states that Com-
mander Byrd's aeroplane fell into
the sea at 5.45 this morning off
Ver-sur-mer, after passing the
neighbourhood of Paris at 3 o'clock
this morning. Commander Byrd
and his companions are all safe.
—Reuter.

Plane Saved.

Paris, July 1.

The lighthouse keeper at Ver
was awakened early this morning
by the knocking of four men who
transpired to be Commander
Byrd and his companions who had
reached shore in a collapsible boat
which he had aboard. With the
assistance of fishermen the party
saved the aeroplane.—Reuter.

Postponed Flight.

Maua, Hawaii, July 1.

Grace has postponed his flight
to Santa Monica.—Reuter's Ameri-
can Service.

STOP PRESS.

FENG NOT YET AT
HANKOW.

Shanghai, July 2.

General Feng Yu-hsiang is
taking 40 battalions down to
Hankow, according to a
Chengchow telegram, so as
personally to help Marshal
Chiang Kai-shek to overthrow
the Wuhan "Red" regime.—
Nam Ching Pao.

HOW MUCH DO YOU KNOW?

The following are the replies to
to-day's questions:—
1. They used to be armed with short muskets
called "daggers." 2. Humbleton, which ceased
to exist in 1825. 3. Prior to an engage-
ment with our ships in the Dutch war, the
captain of the Hollandia used to issue a bug-
saw of brandy to the crew. 4. Preston North
End beat Hyde 26 goals to nil in 1887. 5. An
officer of the 14th for doing the murder of
Charles I. 6. Charles VII. of Germany. 7. Twelve. By Norbanta
against Gloucester in 1897 and by Oxford
University (with ten men) against the M.C.C.
in 1887. 8. Ancient Rome. 9. Oint; slain by
his subjects. 10. 10. Physician. 11. Ada
Huxley in "Tale of Henry." 12. August 1, 1888.
13. Stretches from 36 miles off Flamborough
Head to within 60 miles of Jutland. About
40 miles wide. 14. In Ancient Rome.

suburb. On the morning of the
21st a man was found near the gates
of the Canadian Church Mission
Girl's School, adjacent to the
China Inland Mission Hospital,
terribly pierced, and lying in a
pool of blood, the work of the
Red Spears. A few days earlier
on the same street a policeman
was stoned to death.

On the last day of May, Gen.
Tien Wei-chin was invited from
Lanfang by the Kaifeng Chamber
of Commerce, to enter the city
and maintain peace. This move
was accomplished, and the city
rested somewhat from its fears,
through the presence of the regu-
lar troops. It appears that Gen.
Tien had forsaken his allegiance
to the Fengtien leaders, and was
prepared to yield control to the
Nationalists when they should
appear.

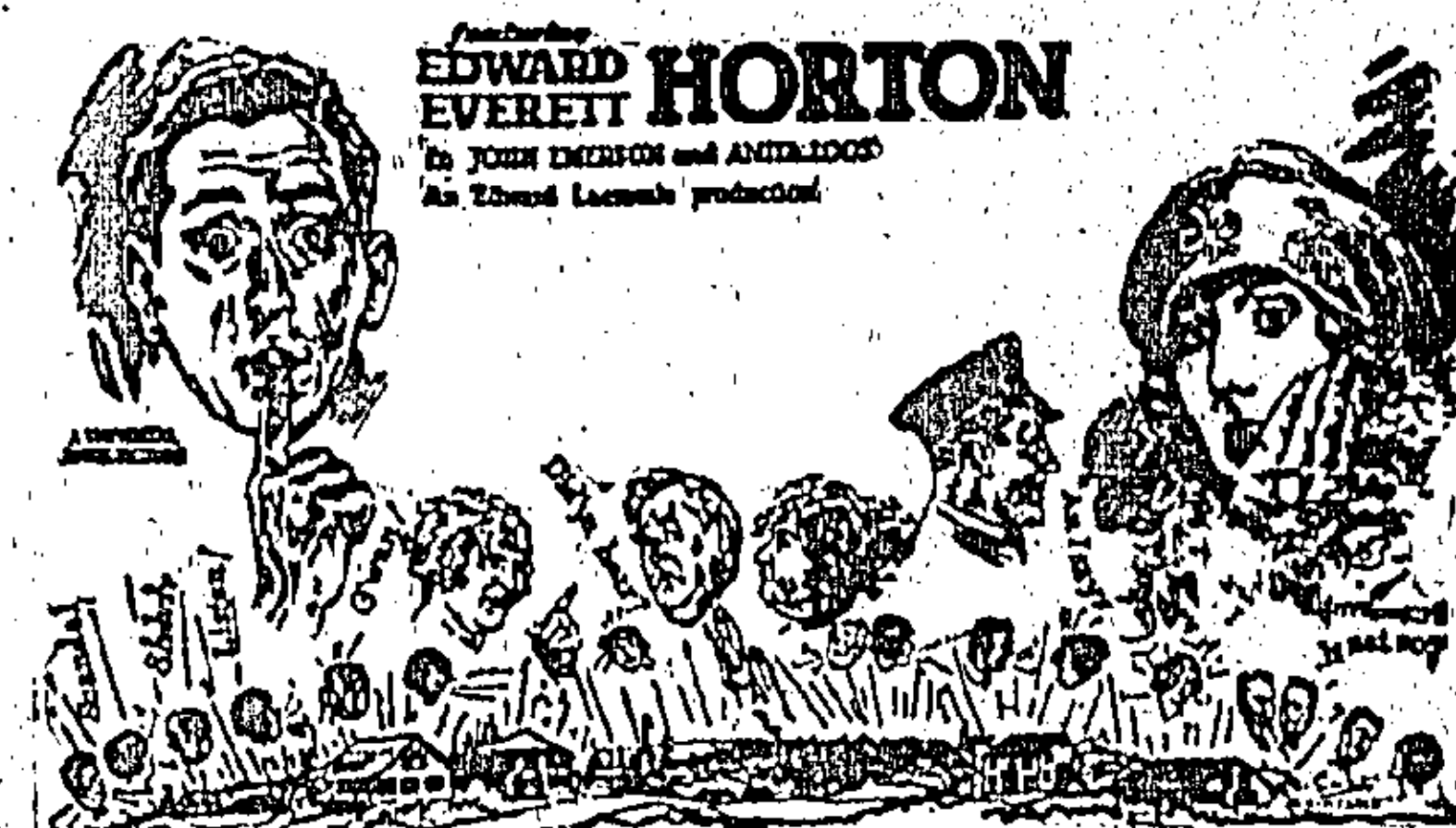
Mission Stations Occupied.

This was apparently not till
the 2nd instant, as on that day
messages were sent out that the
schools of the Southern Baptist
Mission of the Canadian Church
Mission, as well as the Door of
Hope Orphanage of the latter
Mission were occupied by Yunnan
and Kweichow troops. By the
5th all the Mission buildings of
the several Missions outside of
the south gate of the city of Kai-
feng, had been occupied by
troops. The China Inland Mis-
sion Hospital, and the several
residences of the Canadian Church
Mission as well as the group of
school buildings of the latter Mis-
sion, were all occupied on that
date.

There are other rumours con-
cerning the state of affairs in Kai-
feng and neighbourhood, but this
is all the news that can be vouch-
ered for up to date.

TO-DAY
ONLY

QUEEN'S

TO-DAY
ONLYThe
Whole Town's Talking

FELIX THE CAT in EATS are WEST

SPECIAL ADDED ATTRACTION
at 5.10 & 9.20 p.m.

(By kind permission of Lt.-Col. T. G. Mathias D.S.O., and Officers.)

THE FAMOUS BAND OF
2nd Bn., THE WELCH REGT.

will play

- | | | |
|---------------------------|-----|------------|
| (a) The Mad Major... | ... | March. |
| (b) Morning, Noon & Night | ... | Overture. |
| (c) Moonlight & Roses | ... | Fox Trot. |
| (d) Rosemarie | ... | Selection. |

HOUSE PETERS
Prisoners of the Storm

STAR

2.30 to 11.15 p.m.
CONTINUOUS



WILLIAM FOX Presents

EAST LYNNE